

City of OTTAWA

Capital of the

Dominion of Canada.

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THE cliff overlooking the Ottawa, north of the Parliament Buildings, commands a magnificent view of the Falls of the Chaudiere, and of the Lake above, studded with islets, and of the hilly country to the northward, with the broad river immediately below; a water power which suggests unlimited possibilities, and a territory which hides in its bosom untold wealth in minerals, only waiting to be wooed in order to make it pour that wealth into the lap of the seeker.

—*Marquis of Lorne.*



CHAUDIERE FALLS.

CITY OF OTTAWA
CAPITAL
OF THE
DOMINION OF CANADA

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OTTAWA, CANADA.
1869—1899.

THE CANADIAN CAPITAL

A WRITER upon the rise and growth of Ottawa has recently said that the city may be looked on as the child of war and political faction fighting. This is scarcely quite correct. It is true that it may be said the signal for the commencement of the city was sounded when the first stroke

existence, and the details of that work may fitly be noted at this point. It was designed to supply an interior line of communication, the war of 1812 having brought the exposed condition of the St. Lawrence frontier prominently before the Imperial authorities. As the provincial administration refused to co-operate, the Imperial Government under-

took the work, commencing it in 1826. As stated already, the scheme was purely of a military character. The canal is 126 $\frac{1}{4}$ miles in length between Ottawa and Kingston, with a lockage of 446 $\frac{1}{2}$ feet. From Ottawa it ascends 282 $\frac{1}{4}$ feet by 34 locks in 87 miles, to Rideau Lake, then descends

164 feet by 13 locks in the remaining 38 $\frac{1}{4}$ miles, which carries it into Lake Ontario. In order to convey some idea of the ponderous character of the work, it may be noted that the locks are of splendid construction and solid masonry, and that there are 24 stone dams, two of which are 24 and 68 feet high respectively. Its original cost, which aggre-



Pittaway Photo.

The Lumber Industry of the Ottawa River (at the Chaudiere) showing Raft of Square Cut Timber in foreground.

of the tools of Colonel By's engineers rang through the air, and to the exigencies of war rather than the arts of peace, is the initiation of the Rideau Canal primarily due. The contests in Parliament, to which reference is made later on, may have been somewhat of a factious nature, but it must not be forgotten that long before they occurred Colonel By, Sir John Franklin, Bouchette, and Philemon Wright are all said to have anticipated the day when the then nascent city would be the capital of Canada, and prior to the union efforts had been made to obtain the establishment of the seat of government here. Later on it is understood that Lord Sydenham had determined that the national capital should be at Bytown, though the accomplishment of his intention was prevented by his untimely death, and it is obvious that the site of the city is one which seems almost to have been designed by nature for the Capital of the Dominion. It is central, and on a magnificent waterway, and is the key to the great natural commercial route to the Northwest. The construction of the Rideau Canal, and the consequent influx of workmen and others, was the cause of Bytown springing into



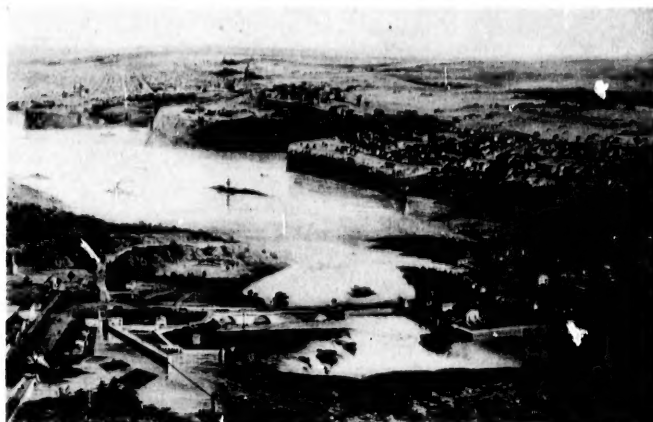
Pittaway Photo.

Rideau Canal Locks—from Wellington Street Bridge. Built by Colonel By in 1827-34.

gated \$4,038,871, will also convey an idea of the imposing nature of the work. Up to the present date, including the expenditure on the Tay Canal, the outlay has been \$4,560,285. The Canal was opened in the year 1883. At the time the work was commenced the vicinity was almost uninhabited. One Caleb Bellows kept a small store and dock; a tavern was kept by Isaac Firth at the slides, and the bearer of the now historic name, Nicholas Sparks, dwelt, as tradition has it, on the site of what is now the principal market place. He was engaged by Philemon Wright, a pioneer in earlier days of what is now the



OTTAWA CITY, CANADA WEST.



CITY OF OTTAWA CANADA WEST.

Ottawa in 1860—from old Prints.

County of Ottawa, and by dint of thrift and energy acquired land in the township of Nepean, and continued to amass wealth and position, and in many respects entitled himself to the right to be regarded as the founder of Ottawa, and his memory is perpetuated in the principal street of the city. A marked change was witnessed in the previously secluded locality within a year from the coming of Colonel By. A village was established in what is now known as Lower Town, and for years it was in reality "the town," and rapidly spread its feelers westward. Gradually residences began to

appear upon the grounds west of Barrack Hill, the present site of Parliament Hill, along what is now Wellington street, and extending to the Flats. The "Civilian Barracks," as they were called at the time, were located in what is now called Rideau street. A sketch of "society" as it existed at the time would perhaps be more interesting to the antiquarian than to anyone else. It can perhaps be imagined; but while the immediate toilers were transient, their work was not. Here and there under the houses on the chief business streets there are points which are indicated as the burial places of the dead, notably at the corner of Sparks and Elgin, but the majority of the earlier workers, it is said, folded their tents and stole away



OTTAWA CITY, CANADA WEST.



Pittman Photo.

Looking towards the Chaudiere—from Tower.

when their work was done, and of the names which are remembered in the pioneer period, and for some years after, but few can be found to-day. An idea of the early condition of the community may be gathered from some lines giving a description of the village of By Town, written by the late Mr. William Pittman Lett, who in the year 1874 gathered together some of his recollections of the place and its old inhabitants. Mr. Lett wrote from personal knowledge, and though his octosyllabic measures may be rather rugged, his description may be accepted as literally correct.

In '28 on Patrick's day
At one p.m. there came this way
From Richmond, in the dawn of spring,
He, who doth now the glories sing,
Of ancient By Town as 'twas then,
A place of busy working men,
Who handled barrows and pickaxes,
Tamping irons and broad axes

And paid no corporation taxes;
Who, without license onward carried
All kinds of trade but getting married;
Stout, sinewy, and hardy chaps,
Who'd take and pay back adverse raps,
Nor ever think of such a thing
As squaring off outside the ring
Those little disagreements, which
Make wearers of the long robe rich.
Such were the men, and such alone,
Who quarried the vast piles of stone,
Those mighty, ponderous, cut stone blocks,
With which McKay built up the locks.

How few, alas! are living still.
How few who saw in pride pass on
The Sappers with their scarlet on,
Their hackle plumes and scale of brass,
Their stately tread as on they pass,
I seem to see them through the shade
Of years in warlike pomp arrayed,
Marching in splendid order past,
Their bugles ringing on the blast,
Their bayonets glittering in the sun,
The vision fades, the dream is done.



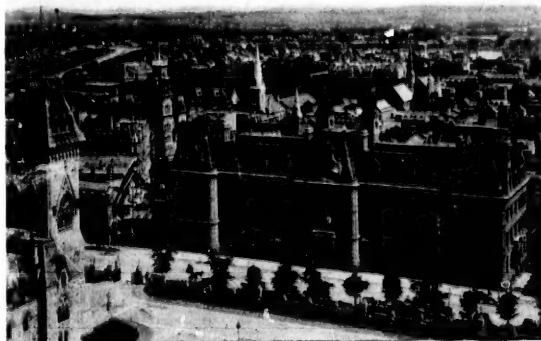
Jarvis Photo.

View of Ottawa to-day—from Normal School.

Then referring to the famous Sapper's Bridge, he goes on:

The passing wayfarer sees naught
But a stone bridge by labor wrought;
The poet's retrospective eye
Searching the depths of memory,
A monument to Colonel By
Beholds, enduring as each pile
Which stands beside the ancient Nile.
As o'er the past my vision runs
Gazing on By Town's elder sons,
The portly Colonel I behold
Plainly as in the days of old,
Conjured before me at this hour
By memory's undying power;
Seated upon his great black steed
Of stately form and noble breed;
A man who knew not how to flinch—
A British soldier, every inch,
Courteous alike to low and and high,
A gentleman was Colonel By.

The completion of the Canal appears to have been followed by a period of calm. The workers largely dispersed and very generally took up land in the surrounding country, but as already said very few of the names familiar



Jarvis Photo.

Bird's Eye View—from Tower.

at the period are found in the city directory to-day. One has sown but another now reaps, in forgetfulness of those who have gone before. "Summ cuique decus posteritas rependit"—posterity gives every man the honor due to him—Tacitus has said in the Annals, but it may be doubted if the present society of Ottawa pauses even to think of those who preceded them, much less to honor their memory. There is, as already stated, a street named after Nicholas Sparks, and a ward after Colonel By, and that is all, though visitors have a pedestal pointed out to them as that upon which his statue is to stand at the end of the Sapper's Bridge, and, in fact, a movement is on foot at the pre-ent time to obtain by private subscription the means to prosecute the work at an early date.

In the year 1852, we learn from the record of a traveller, the town had grown into the upper and lower towns, divided by a considerable space. There were three banks, three insurance offices, telegraph office, 60 stores, a grammar school, seven lesser schools, and three newspapers. The town was represented in the legislature. At the time of its incorporation in 1847, the population was returned at 6,000, while the first public census in 1851 gives 7,000. Mr. John Scott became the first mayor, and the following composed the first council: Messrs. John B. Lewis, Thos. Cochran, Nicholas Sparks, Nathaniel Shenold Blaisdell, Henry J. Friel, John Bedard. In the autumn of 1854, the act of incorporation, which called the present city of Ottawa into existence, was passed, and By Town ceased to exist on the



Pittaway Photo.

Sappers and Dufferin Bridges.

last day of December in that year. Mr. Lewis became the first mayor of the new city. Some time prior to this the isolated condition of the town had naturally caused it to be somewhat unprogressive.

Up to this period, the road, the river, and canal were the only means of communication with the outer world, but a great step in the progress of the place was taken in the year 1851, when the By Town and Prescott Railway was commenced. This line, afterwards called the St. Lawrence & Ottawa, worked largely for the good of the city, and contributed greatly to its progress.

Some consideration of the events which caused Ottawa to become the Capital, will now be in place. The perambulatory system which caused the old Parliament of Canada to hold its sittings alternately at Quebec and Montreal, was obviously inconvenient, and as no understanding could be arrived at by the political parties of the day as to fixing a place of meeting, in 1857 an address was passed by Parliament asking the Queen to exercise her prerogative and name a place to be the Capital of Canada. In the following year it was announced that Her Majesty had, as already expected, named Ottawa as the future seat of government. This announcement was not accepted by some of the politicians as gracefully as it might have been. On the contrary, party and sectional feeling was lashed into a tumult, and when the Parliament assembled for the session of 1858 some very fiery proceedings ensued. The late Hon. Christopher Dunkin, seconded by the late Sir A. A. Dorian, very promptly moved an address to the Crown, asking that the Queen reconsider Her decision, and



Jarvis Photo.

Wellington Street—looking West.



Topley Photo.

Rideau Canal—looking South.



Jarvis Photo

Looking down the Ottawa River from the Parliament Tower.

that Montreal, be named as the Capital. The late Hon. George Brown, seconded by Mr. Chapais, then moved an amendment that no action be taken as to the erection of buildings for the Government at Ottawa; and to this again further amendment was moved by the late Mr. E. U. Piche, who lived to become assistant clerk of the House of Commons. This motion was in language declaring emphatically that the city of Ottawa should not be the permanent seat of Government. It was carried by a division of 64 yeas to 50 nays. Mr. Brown at once rose and asserted that the vote expressed a want of confidence, and moved that the House adjourn. The late Sir John Macdonald and Sir George Cartier accepted the challenge, and on another division the amusing result was that the House declared its confidence in the Government, albeit not approving the choice of Ottawa, and defeated Mr. Brown's motion by 61 yeas to 50 nays. The Government, however, was determined to resign, as they held that the Crown had been affronted, and Sir Edmund Head, the Governor-General, having sent for the late Hon. George Brown, this gentleman attempted the task of forming a ministry, which is known in history as the Brown-Dorion administration. It took office on August 2nd, 1858, and,

in a very few hours, a division made it aware that it did not "possess the confidence of the House and country." Mr. Brown asked for a dissolution, which Sir Edmund Head refused to grant, and the Brown-Dorion administration handed in their resignation, after holding office some forty-eight hours. After some further negotiations with the late Sir Alexander Galt, the Governor-General found himself compelled to call upon the late Sir George Cartier, who formed the Cartier-Macdonald administration, practically the same as that which had so lately resigned. When Parliament met again in

1859, the speech from the throne again referred to the selection made by the Queen, and the Governor-General told the House that it was binding, and that the executive had no alternative but to carry it into execution. But the House did not accept these instructions without challenge. A motion was made by Mr. Sicotte,



Pittaway Photo

Wellington Street - looking East.



Jarvis Photo.

Residential District - West End.



Lancefield Photos.

Major Hill Park.

seconded by Sir H. L. Langevin, that the vote of the House in the previous July was no breach of its constitutional privilege. This vote was almost carried, it standing 59 years to 64 nays only, but after certain other attempts to change the decision, the original address was adopted. Very shortly after these events, preparations were made for the commencement of the magnificent pile of Parliament Buildings which has won world-wide fame. The House of Assembly had already provided \$1,125,000 for the purpose. In May, 1859, architects were asked to submit designs. Sixteen were sent in for the Parliamentary building and seven for the departmental buildings. The design of Messrs. Fuller and Jones for the parliamentary building, and of Messrs. Stent and Lavers for the departmental buildings, eastern and western blocks, were accepted. Twenty-one tenders for building were received. That of Mr. Thomas McGreevy was accepted for the parliamentary building for the bulk sum of \$348,500, and Messrs. Jones, Haycock and Clark received the contract for the departmental buildings at \$278,810. Subsequent enquiry found these amounts inadequate, and they had to be largely supplemented. In 1865 the seat of Government was moved from Quebec to Ottawa, the buildings being sufficiently advanced to admit of a number of offices being occupied, and the first session of the Parliament of Canada, held in the new Capital, opened upon the 8th day of June, 1866. It was during that session that the famous Canadian Federation scheme was adopted. A digression may be pardoned here if some further reference is made to the buildings themselves. The three blocks are built in the pointed gothic style of architecture, are extremely picturesque, and at the same time present a massive and imposing appearance. The outer facing of the walls is of a local sandstone, while the dressings are grey colored free stone from Ohio; the great

quarries of Potsdam, N.Y., were laid under tribute in order to procure the stone for relieving arches over the doors and windows. The Parliament House (or central block) contains the two chambers and the offices of the officials. The front facade is 472 feet long and three stories high, the basement being entirely above the ground line. The central tower is some 160 feet high, surmounted by a crown and flagstaff. On each side of the central tower the main structure extends right and left. The eastern wing accommodates the Senate and its officials, and the western the "faithful Commons." The Speakers of both houses are provided with handsome residences, where they reside during the Session and dispense very lavish hospitality; and the Sergeants-at-Arms of the Senate and Commons are also assigned residuary quarters. The Commons chamber is 82 feet by 45, and the Senate approximately the same. Both chambers are superbly ornamented, and contain some very fine stained glass representing heraldic and emblematic designs. The total cost of the construction of the Parliament buildings, though heavy, has not been extravagant, in view of the beauty of the designs and the magnitude of the work. In 1882 it was found that the increasing business of the country demanded additional accommodation, and steps were taken to have a new departmental building constructed. The site selected was immediately opposite the Houses of Parliament, on Wellington street. Tenders were advertised for, and the work assigned to Mr. A. Charlebois, with whom was associated Mr. Mallet, who superintended the work of construction. The result of this is seen in the magnificent building, which is a credit alike to architect and builders, known as the Langevin block, named so, though not officially, after Sir Hector Langevin, under whose regime as Minister of Public Works it was constructed. The architect

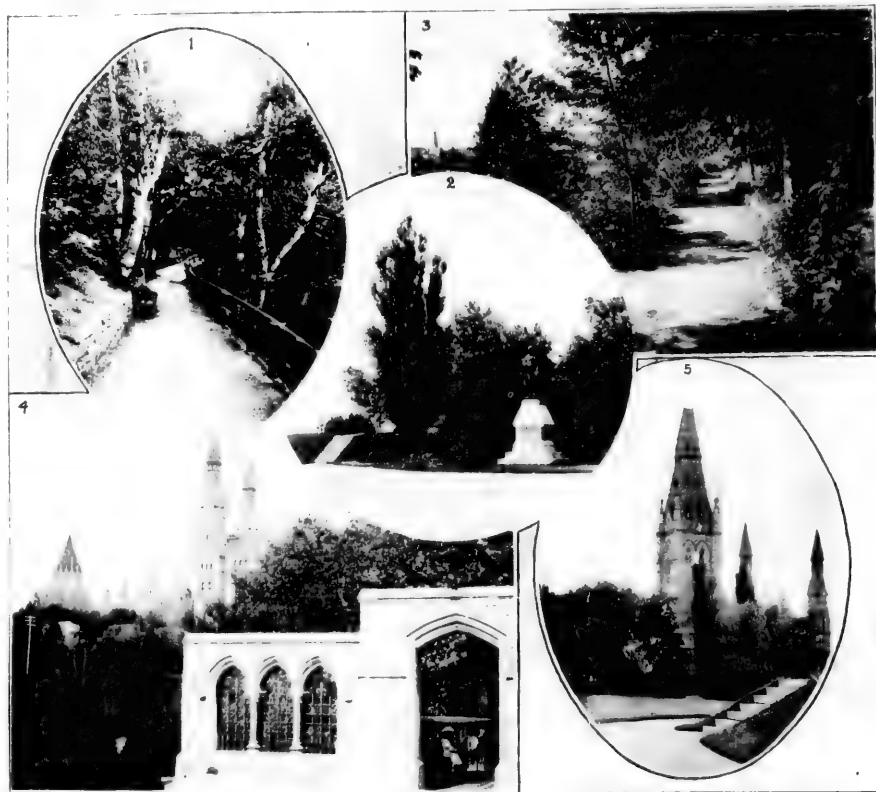


Topley Photo.

Rideau Canal Locks - showing West end of Parliament Hill to the left, Major Hill Park and Nepean Point to the right.

of this splendid building was Mr. Thomas Fuller, the Government architect. The Western block has been materially added to since the first construction, the large tower known as the "Mackenzie Tower," and the extension adjoining, having been erected during the regime of the late Hon. Alexander Mackenzie, Minister of Public Works from 1873 to 1878, at a cost of \$462,247. Recently, as many will well remember, a very serious fire cleared off the entire upper storey of the oldest part of this block, and it has been reconstructed under the supervision of the Hon. J. I. Tarte, the present Minister of Public Works, and a copper roof sub-

which is supported by a beautiful flying buttress spanning the roof of the "lean-to," and touching the main wall at the point which is calculated to make it better resist the heavy outward thrust of the vaulted roof. The interior presents to the eye a magnificent dome of 42 feet, the base of which is an equal distance from the ground floor. The interior of the Library, which is now found utterly inadequate for the demands upon it, is decorated with wooden carvings of a most beautiful character, which alone are worth a visit of inspection, and in the centre is a marble statue of the Queen, the work of Mr. Marshall Wood, and busts of the Prince and



Lancaster Photos.

SCENES AROUND PARLIAMENT HILL.

1. Lover's Walk.
2. Cartier's Monument.
3. Another view of Lover's Walk.
4. View from West Entrance to Lover's Walk.
5. Mackenzie Tower.

stituted for the slates, which formerly covered the block, and which are still seen on the eastern offices.

Reference must be made to the magnificent Library of Parliament. It is built very largely upon the lines of some of those famous chapter houses which are attached to the noble old cathedrals of which there are so many in the old lands. The building is circular and 90 feet in diameter, the walls being four feet thick. It is planned in the form of a polygon of 16 sides, each angle of

Princess of Wales and other notable public personages also find a place at the angles of the alcoves. The books are disposed in three galleries. In front of some of the alcoves are placed shields, bearing the arms of the several provinces, and such fragments of the first colors of the 100th, or Royal Canadian Regiment, as remain, find a resting place in the lower gallery.

It is universally conceded that there is no finer site on the continent than that selected for the

public buildings of Canada. Viewed from every point they look imposing, and at the same time, graceful. From the river they look, as a traveller has said, "like a pile transported from fairy land." They are surrounded with natural beauties; the bold bluff sloping in a sharp angle to the river, and covered with a thick growth of verdure, is in itself a sight worth travelling a long distance to see. Around it there winds a beautifully secluded walk, known as the "Lover's Walk," a favorite promenade, where lovers of nature, as well as those of the spunky type, are wont to congregate. Those who pass from one end to the other on a summer's day find it difficult to believe they are on the skirts of a great city, so much in its virgin state does the hillside appear.

The foundation stone of the Parliament buildings was laid on September 1st, 1860, by H. R. H. the Prince of Wales, who was then paying his now historic visit to the continent. This stone, of white marble, is deposited below the western wing of the Senate, and bears the following inscription: "This corner stone, intended to receive the Legislature of Canada, was laid by Albert Edward, Prince of Wales, on the First day of September, MDCCCLX."

Practically from this date the city commenced that phenomenal development which has since been witnessed. Two years after the opening of Parliament came Confederation, and an examination of the material condition of the city at that period will be of interest. In the year 1867, the civic assessment amounted to \$5,011,840. The civic returns show an upward tendency, and at the last return made in 1898 of the civic assessment, we find the figures stand at \$23,713,725. The population has experienced a corresponding development. In the year 1867 it was returned at 18,700. In 1898 it was officially estimated at 55,386, and at the moment returns are being prepared by enumerators working on this year's city directory, who say that it has considerably increased. It may safely be estimated

that the actual population of the city at the present day is fully 65,000. Add to these figures those of the several more or less populous suburbs, including Hull, and we find the total population aggregates about 100,000. The enormous expansion of the city has been in an equal ratio. The maps in the City Hall show that as late as 1887 it covered an area of 1,828½ acres. It has very generally extended on all sides since; suburbs have been annexed, and this process is likely to be continued. In any case the latest returns show that the area of the city has increased from the figures just given

to 3,365 acres, and the annexation of the important suburb of Hintonburg has been petitioned for.

The initiation of the old St. Lawrence and Ottawa Railway has already been referred to, and although for many years that road was worked under conditions of great difficulty in consequence of the lack of effective communication with the Grand Trunk Railway, it cannot be denied that Ottawa owes a great deal to it. Mark Twain has made merry over it, and there are many yet living who remember the inconveniences of a night journey from Toronto or Montreal when the midnight transhipment at Prescott Junction had to be made. But this railway was a link in the chain of progress being so rapidly forged. To-day Ottawa is practically a railway centre, and thanks to the enterprise of Mr. John R. Booth, who in face of many obstructions and the discouraging influence of those who belittled his ambitious efforts, the city bids fair to become a great commercial port. The construction of the Canada Atlantic, the Ottawa, Arnprior and Parry Sound Railway, a bold undertaking which has connected Georgian Bay with the seacoast, has practically revolutionized the carrying of trade from the west. It has brought almost consternation into the ranks of the shippers of the great ports of New York, Boston, and Portland, and excited the intense jealousy of some of our own Western Ontario cities. This great enterprise, in



PROMINENT ROMAN CATHOLIC CHURCHES.

1. Basilica, Sussex St., Archbishop's Cathedral.
2. St. Bridget's, St. Patrick St.
3. Church of the Sacred Heart, Cumberland St.
4. St. Patrick's, Kent St.
5. St. Joseph's, Wilbrod St.

struction of the Canada Atlantic, the Ottawa, Arnprior and Parry Sound Railway, a bold undertaking which has connected Georgian Bay with the seacoast, has practically revolutionized the carrying of trade from the west. It has brought almost consternation into the ranks of the shippers of the great ports of New York, Boston, and Portland, and excited the intense jealousy of some of our own Western Ontario cities. This great enterprise, in

conjunction with the improvements projected at Montreal and the shipping ports east, bids fair to divert from Buffalo and other western shipping ports much of the grain traffic that has hitherto passed that way. This is no matter for wonder, because a glance at the map shows this route to be a natural one, but it is nevertheless a great credit to Ottawa that its inception and carriage to a successful termination should be due to one of her far-seeing and enterprising citizens. Long ago it was seen that a magnificent waterway to the Georgian Bay, by way of the French River and intervening lakes, could be constructed, and many plans and estimates have been prepared. To-day a very determined effort is being made to float the scheme on the London money-market, and those having the matter in hand, notably Mr. MacLeod Stewart, ex-Mayor of Ottawa, and one of the most energetic promoters of the undertaking, are confident of bringing it to an early and entirely successful conclusion. The North Shore Railway, built by the Quebec Government, which some years ago extended from Montreal to Ottawa, is now leased, and so practically part of the Canadian Pacific, supplying an efficient and constant service. This great line has recently opened another branch between the two cities on the south shore. It has also communications with the main line west to all points. A new line, the Ottawa and New York, also connects the Capital with Cornwall, and connecting with the New York system, has opened another link with the Atlantic coast. The Pontiac and Pacific Junction, the Gatineau Valley Railway, also extend northward, while numerous other schemes are initiated, some charters having been applied for at the present session of Parliament of 1899.

The Electric Railway system of Ottawa has always been famous. It sprang into existence in an

almost perfect condition, and has always been looked upon by experts as a model. It affords us easy access to every quarter of the city and to remote points, such as Rockliffe Park, Victoria Park, in exactly the opposite direction, and other important parks, as well as the exhibition and the different athletic grounds. By it the suburbs, particularly Hull, are placed in convenient communication with us. The magnificent water power at Ottawa has afforded special facilities for electric development. Ottawa has become the centre of what bids fair to be a radiating system of electric railways, which will connect the Capital ere long with all the surrounding towns and villages. Already Aylmer has been bound with links of iron to the Capital.

It is not long since that a solitary suspension bridge was the sole means available for the citizens of Ottawa to cross on foot or in carriage to Hull, save only a ferry system more or less inconvenient. To-day a new bridge is being constructed for railways, pedestrians, and carriages, from the Province of Quebec by way of Nepean Point, into Ottawa, the completion of which is being hurried forward, and other bridges are projected. The Canadian Pacific has a railway bridge a little above the city.

Most important to the advancement of a city is the condition of the general health of its residents. Ottawa is an extremely healthy place. Apart from the usual

ailments, to which we are all more or less subject, we are a healthy lot. In past years, while epidemics were raging in other cities, no great distance away, the general health of the residents of this city and the immediate surroundings remained unimpaired. We are fortunate in possessing excellent sanitation. Our water supply is obtained from the Ottawa River at a point about 6,000 feet above the falls, where there is a strong current flowing over a rocky bed. The river for 100 miles above the city is a succes-



PROMINENT PROTESTANT CHURCHES.

1. St. George's (Anglican) Metcalfe St.
2. McLeod Street Methodist.
3. Dominion Methodist, Metcalfe St.
4. St. Andrews (Presbyterian) Wellington St.
5. Knox Church, Elgin St.
6. Baptist Church, Maria St.
7. Christ Church Cathedral, (Anglican) Sparks St., and Bishop's residence.
8. Bank Street Presbyterian.



Jarvis Photos.

HIS WORSHIP THE MAYOR AND CITY COUNCILLORS—1899.

1. His Worship Mayor Payment. 2. Ald. Davis, Chairman Main Drainage Board. 3. Ald. Jas. Davidson, Chairman Board of Works. 4. Ald. Foster. 5. Ald. Frupp. 6. Ald. Gareau. 7. Ald. Forde. 8. Ald. Gauthier. 9. Ald. White. 10. Ald. Roger, Chairman Water Works Com. 11. Ald. Desjardins. 12. Ald. Lang. 13. Ald. Hastey, Chairman Fire and Light Com. 14. Ald. Scott. 15. Ald. Hewlett. 16. Ald. Masson. 17. Ald. R. J. Davidson, Chairman Railway and Lighting Com. 18. Ald. Slinn. 19. Ald. Champagne. 20. Ald. Raphael. 21. Ald. Campbell. 22. Ald. Starrs. 23. Ald. Butler, Chairman Property Com. 24. Ald. Black, Chairman Reception and Municipal Com's. 25. Ald. Morris, Chairman Finance Com.

sion of large, deep lakes, forming a magnificent natural reservoir, from which the water is decanted over rocky chutes and rapids until it reaches the mouth of the intake pipe in the condition of aerated lake water. Our systems of sewerage and water works have excited the admiration of the American Public Health Association, which held its 26th Annual Convention here in September of 1898. The visiting members of the association were unanimous in the opinion that the residents of Ottawa had every reason to enjoy the best of health. We are protected against the vicissitudes of sudden and extreme changes of temperature by the Laurentian Hills, within view on the north of us, and we enjoy comparative immunity from malarial diseases. The residential sections are all well shaded and airy. The healthy condition of the city is exemplified by the mortality statistics, which for the past years show a death rate averaging only about 14 per thousand of the population. Those who do require attention, however, are by no means neglected. Numerous hospitals, charitable institutions of various kinds, in the form of homes, refuges, asylums, and so on, attest the devotion of Ottawa people to their duty in this respect, and show what a charitable spirit prevails amongst them. The chief hospitals, each under admirable administrations, are the Carleton General Hospital, the Roman Catholic General Hospital, the Water Street Hospital, and quite recently the city has witnessed the establishment of a new and modern hospital bearing the suggestive and significant name of St. Luke's Hospital.



Pittaway Photo.

Sparks Street looking West.

Ecclesiastically, the Capital ranks high. It is the seat of a Roman Catholic Archbishop. The episcopal chair is in a very superb cathedral, which ranks as a Basilica; Mgr. Duhamel being the present occupant of the see, and his name has been mentioned in connection with the Sacred College and a Cardinal's hat. Recently a Bishopric of the Church of England has been established and endowed, the new see being separated from the Archbishopric of

Ontario, the first Bishop, the Right Rev. Charles Hamilton, being translated from the see of Niagara.

It has already been said that commercially Ottawa is fast becoming a centre. It is, in fact, a port of entry of very considerable importance. This may be seen from the figures which the Custom House shows as the years have gone on. In 1869-70 the duties collected amounted to \$98,622. Twenty-five years later they had grown to \$295,166; the following year they had amounted to \$334,277; in 1897-8 to \$446,286, and the receipts during the fiscal year 1898-9 amount to the large sum of \$528,483.82, an increase of more than \$82,000 over the previous year. This is a sign of prosperity which cannot be overestimated.

In connection with these returns, it is as well to mention that they do not entirely represent the trade of Ottawa, because many entries are made at the Custom Houses in other ports, and so do not appear in the returns of the Custom House of Ottawa.

So far as the press of Ottawa is concerned, it is well represented to-day. The first paper ever published in the locality bore the pompous title of



Pittaway Photos.

Sussex Street looking North.



Rideau Street—looking East.



Reardon Photo. Bank Street - looking South.



Pittaway Photo. Wellington Street - looking East.

Independent This was a small weekly, ambitious and pretentious as circumstances allowed, published in the year 1836 by Mr. Johnston. In the same year the *By Town Gazette* appeared and enjoyed a brief existence. In 1841 a more ambitious attempt was made by Messrs. Dawson and Kerr, who published the *Ottawa Advocate*. Mr. William Pitman Lett, whose interesting recollections of By Town have already been referred to, was its first editor. In 1844, Messrs. H. J. Friel and R. Bell established a twice-a-week paper known as the *Packet*. In 1851 this journal emerged from its chrysalis condition and became the *Citizen*, under which title it appears to-day, after varying vicissitudes, and is the chief organ of the Conservative party at Ottawa. The *Evening Journal* was established in 1885 by Mr. A. S. Woodburn, and is now the property of a company. *Le Temps* is a daily evening paper published in French, and was established in 1894. The *Tribune* is a weekly miscellaneous review, and *United Canada* a weekly paper devoted to the interests of Irish Roman Catholicism, politically as well as ecclesiastically.

The *Free Press* was established in December, 1869, by Mr. Charles W. Mitchell and Mr. W. Carrier, and its history has been one of continued advance, and it has in the course of its existence had upon its establishment some of the foremost journalists in Canada. While its literary standing has always been of the highest, the ability and enterprise exhibited in its business administration has mainly contributed to its attaining the important position it occupies as an advertising

medium and commercial record. It has kept fully ahead of the times, and helped to make the city of Ottawa what it is to-day. At times it has in the eyes of many been too enterprising, and supported schemes which did not meet with general approval on account of their appearing too ambitious. But the management of the *Free Press* has always had faith in Ottawa, and foreseen that the city is destined to become the Capital of the Dominion in something more than a political sense. The tremendous and phenomenal expansion, described in the course of these pages, proves that the faith of the *Free Press* in the future was more than justified, and that its contention that the spirit of By Town must be cast aside and enterprise and progress

be the watchword, was well founded.

The *Free Press*, although Reform in political color, has never been a slavish supporter, and has dealt with matters upon their merits, and not even patronage, such as it has received, has prevented it freely expressing its opinions on matters concerning the public weal. That this line has met with the approval of the public has been demonstrated by the fact that although the city and county are very Con-

servative, the *Free Press* has obtained a position in the front rank of journalism, and gained the confidence of the people and a very extended circulation. The *Free Press* was formerly a morning and evening paper, but following the modern trend that is now in favor of evening journalism it became an evening edition only. The *Free Press* passed into the hands of Mr. Mitchell in 1871, and he has since been the sole proprietor.

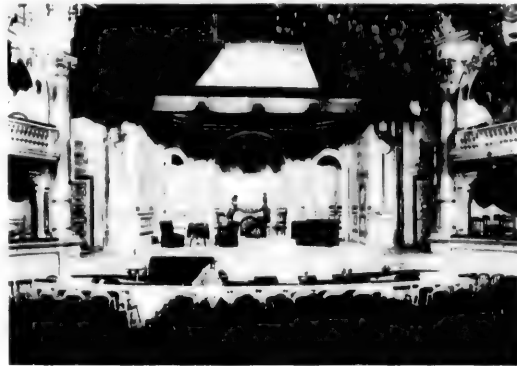


Pittaway Photo. Elgin Street "Free Press" Building in the Foreground.

This review of the rise and progress of Ottawa has necessarily been compressed. A very great deal more might be said, but what has been said is sufficient to show that the Capital has no reason to be ashamed of its development. In less than 80 years she has risen from a wilderness to a city of the first magnitude in the Dominion, ranking fourth in population, and as has been said, fast attaining reputation for a great commercial centre. She has been sneered at by a great writer as "a backwoods lumber village, transformed into a political cockpit," and, in the earlier years of Confederation, perhaps the taunt was not without justification, but the natural conditions were in her favor. At first, both socially and materially, owing to an artificial and enforced state of affairs, the condition of Ottawa was necessarily peculiar. When the city was incorporated it adopted as its motto the words "Advance Ottawa." It has to be confessed that she has done so. The dormant life which she has always possessed has broken from its confines and she has risen, asserting all the powers and privileges which have placed her in the position she occupies to-day, and it is not presumptuous to say that, great as her advance has been, the opportunities she possesses will cause her to go from strength to strength, now that she has crossed the threshold of her career.

LOCAL INDUSTRIES.

Outside of the many extensive industries established here, which are dealt with on another page, we have quite a number of comparatively young



Luncheon Photo.

Interior Grand Opera House.

industries in different parts of the city, all of which are in a prosperous condition. Apart from a very few of the more extensive ones, these industries are almost entirely sustained by the local trade. The

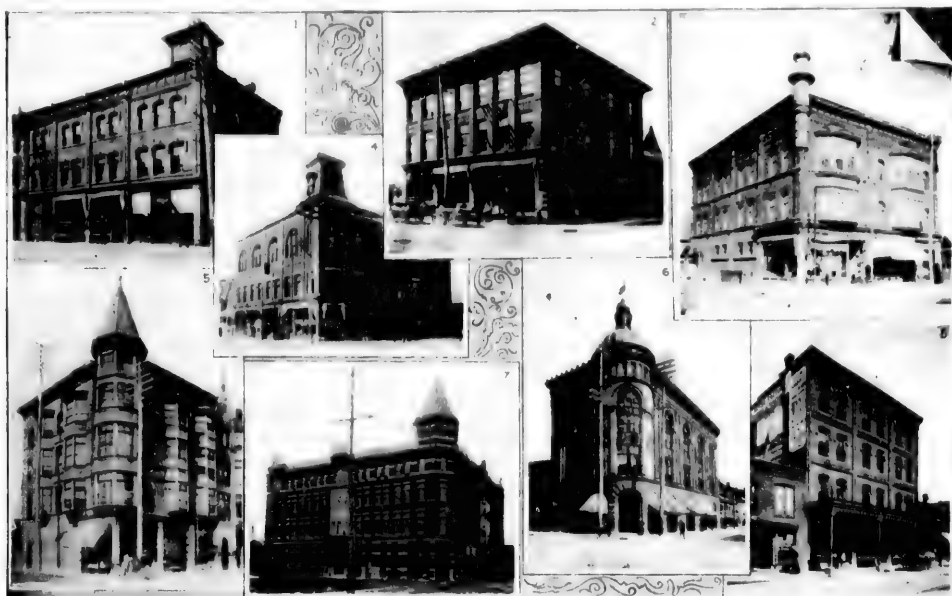


PROMINENT CITY HOTELS.

1. The "Windsor." 2. The "Grand Union." 3. The "Bodega." 4. "Russell" Rotunda. 5. The "Russell."
6. "Grand Union" Rotunda. 7. The "Cecil." 8. The "Gilmour."

various requirements of the large lumber and other establishments at Ottawa and in the vicinity are met with by our local factories. The Ottawa Saw Works Co., at the Chaudiere, manufacture every different saw in use in the mills, and control the

ness is being done by the company for different firms in other parts of Canada. The same thing may be said in respect to the manufacture of water wheels. The Chaudiere Machine and Foundry Co., apart from supplying the wheels in use here, are



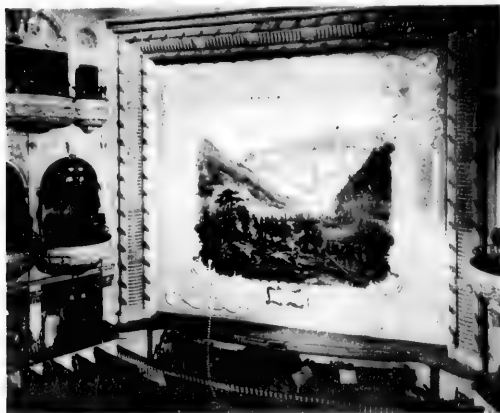
PROMINENT BANK STREET BUILDINGS.

1. G. H. Rogers. 2. M. H. McVeity's Building. 3. The Crosby-Carruthers Company. 4. Robert McAllen.
5. Bank Street Chambers. 6. The Sun Life Building. 7. The Gilmour Hotel.
8. McFarlane Bros., Iron Foundry and Bicycle Factory.

entire trade. Their works are extensive, and since their establishment, a number of years back, practically no saws whatever of this description have been imported, whereas quite a considerable busi-

ness is being done by the company for different firms in other parts of Canada. The same thing may be said in respect to the manufacture of water wheels. The Chaudiere Machine and Foundry Co., apart from supplying the wheels in use here, are constantly filling outside orders, some of which come from remote districts. Of manufactories, one of the most important is the furniture manufactory of Messrs. Harris & Campbell. This establishment is very complete, and is growing to large proportions, supplying by far the larger portion of the trade of the city and adjacent country. The Eclipse Office Furniture Company is another manufactory of considerable magnitude. Its operations extend to every city of importance in Canada, and it ranks in consequence with the majority of Canadian manufactories.

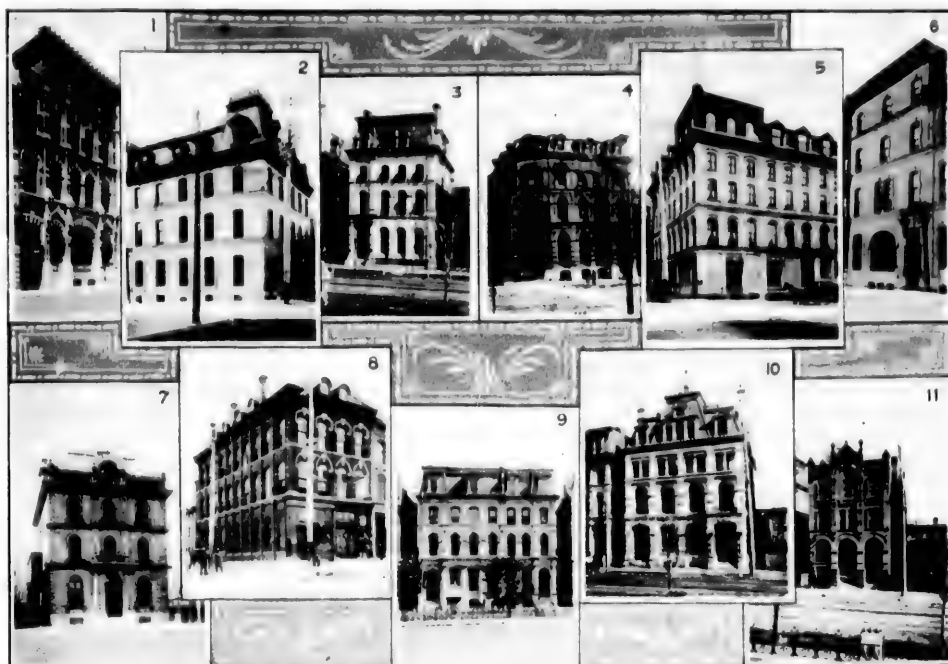
In the Ottawa Car Company we possess the foremost establishment of its kind in the entire Dominion. It has long ceased to be a necessity to purchase street cars from the other side, those manufactured here being, if anything, superior in many respects to any others. Another large manufactory worthy of mention is the glass and paint factory of Wm. Howe on Rideau Street. The business of this concern is not confined to the city alone, large shipments are made to different points both in the Province of Quebec and Ontario. Lumber being so prevalent in Ottawa, we have as a result a number of extensive sash and door



Reardon Photo.

Interior Russell Theatre.

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PROMINENT CITY BANKS.—1. Molsons Bank. 2. Ontario Bank. 3. Quebec Bank. 4. Bank of Montreal. 5. Banque Nationale. 6. Merchants Bank of Canada. 7. Bank of British North America. 8. Banque Jacques Cartier. 9. Canadian Bank of Commerce. 10. Bank of Ottawa. 11. Union Bank of Canada.

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INTERIORS OF OTTAWA'S GREAT RETAIL STORES.—1. G. E. Kennedy. 2. R. Masson. 3. John Murphy & Co. 4. Bryson, Graham & Co. 5. The C. Ross Co., Millinery Dept. 6. J. Leslie. 7. John L. Cassidy Co., Ltd. 8. Olmsted & Hurdman. 9. Corner in J. L. Orme & Son's. 10. A. Rosenthal. 11. The C. Ross Co. 12. J. L. Orme & Son. 13. G. M. Holbrook.

factories. Of these the factories of the Capital Planing Mill Co. and Messrs. Davidson & Thackray are the most prominent. In the flour industry we have the mills of Messrs. Martin & Warnock, which contribute largely to the combined output from Ottawa. Their elevators have a capacity of 100,000

been operating a horse car service from as far back as 1870. We were one of the first cities in Canada to have motor cars, which is characteristic of the progressive policy of the company. To-day the service covers 30 miles of track, which puts us in close touch with every point of interest however remote. The advanced condition of many of our suburbs has been mainly brought about by the easy access they all have to the city over the various street railway lines. The actual management of the Ottawa Street Railway is represented by the Secretary-Treasurer, J. D. Fraser, and J. E. Hutchison, the superintendent. The company has always done its utmost, irrespective of the inconveniences it has had to face,

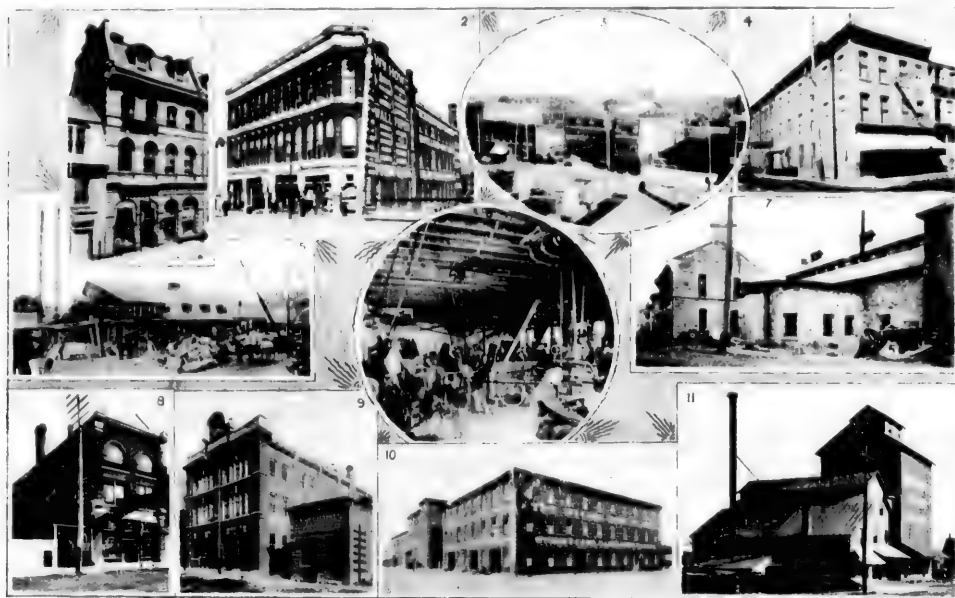


Jarvis Photos. By Ward Market.

Wellington Ward Market.

bushels. The Lake Deschenes Milling Co., whose flour mills are situated at the Deschenes Rapids, 5 miles from Ottawa, also do a considerable trade, largely with the Maritime Provinces and the Province of Quebec. This company uses water power

to provide, for the benefit of the public, resorts of amusements, parks to wit: Rockliffe and Victoria, and proper connections with other distant points such as sporting grounds, &c. The Central Canada Fair, which is held yearly at their magnificent



A GROUP OF LOCAL INDUSTRIES.

1. Pyke's Shirt and Collar Factory and Steam Laundry. 2. Wm. Howe's Paint and Glass Works. 3. Davidson & Thackray's Sash and Door Factory. 4. Harris & Campbell's Furniture Factory. 5. Canadian Granite Works. 6. Interior Eclipse Office Furniture Factory. 7. Ottawa Saw Works. 8. Parker's Dye Works and Steam Laundry. 9. Exterior Eclipse Office Furniture Co. 10. The Ottawa Car Co.'s Works. 11. Martin & Warnock's Flour Mills.

solely, and utilizes 180 h.p. taken from the Deschenes Rapids.

THE OTTAWA ELECTRIC RAILWAY CO.

Since 1891 Ottawa has had an efficient electric car service. Prior to that date a company had

grounds on the outskirts of Ottawa, is reached in 10 minutes from Sparks Street, a fact which insures for it the large daily attendances it has always enjoyed. The recent establishing of a Sunday service is another proof of the interest the company takes in the requirements of the public.

For some years back Ottawa has been chosen at different times by various societies as the seat of their yearly conventions, and as a

CONVENTION CITY

it ranks very high in popularity. There is no other city in Canada which has the same variety of attractions to offer to visitors, owing principally to it being the Capital of the Dominion. The recent action of Parliament in voting a large yearly grant to further beautify the streets and parks will, no doubt have the effect of attracting a larger number of conventions in the future. Our hotel accommodation is exceptionally good, and every other necessary convenience in the way of public halls and large open squares for camping purposes, is to be found at Ottawa.

BUILDING STATISTICS.

One of the best signs by which the prosperity of Ottawa may be judged is the building activity to be seen on all sides. In 1896 the total value of buildings erected aggregated \$550,000, with an increase in the following year, 1897, to \$600,000, whereas last year's figures totaled up to \$650,000. This year's figures, so far, show that building is as brisk as ever, and warrant the assumption that the total value will be an increase over last year.

THE AMERICAN BANK NOTE COMPANY'S

new building on Wellington Street is another of the recent additions to Ottawa's architectural embellishments, and represents a new addition to the already numerous permanent institutions which go



A GROUP OF PROMINENT BUILDINGS.

1. J. A. Seybold & Co., Sparks St. 2. Central Chambers, Elgin Street. 3. County Court House, Daly Avenue. 4. Protestant General Hospital, Rideau St. 5. Art and Fisheries Building, O'Connor St. 6. Drill Hall, Cartier Square. 7. Water Street Hospital (R.C.). 8. Bell Telephone Building, Queen St. 9. "Free Press" Building, Elgin St. 10. Supreme Court of Canada, Bank Street. 11. Y.M.C.A. Building, O'Connor St. 12. Rideau Club, Wellington St. 13. Central Fire Hall, Albert St. 14. Geological Museum, Sussex St. 15. City Hall, Elgin St. 16. County Gaol, Nicholas St. 17. The Trust Building, Sparks St. 18. St. Luke's Hospital, Elgin St. 19. City Post Office, Corner Sparks and Wellington Sts. 20. Y.W.C.A., Metcalfe St.

to make up the commercial stability of our city. The building itself is worthy of mention, inasmuch as it possesses the distinct feature of being absolutely fire proof. The establishment of this concern at Ottawa—a cosmopolitan institution, in the true sense of the word—doing business throughout the world—is greatly to our advantage. It has been the means of diverting to Canada considerable Canadian business which had heretofore been done across the line, and as the labor employed is entirely Canadian, we may well consider them “one of us.” The supplying of our own national bank note currency, with which it is assumed we are all more or less familiar, as well as the Canadian postage and inland revenue stamps, is at present, and has been since 1897, the work of this company.

J. M. GARLAND & SON,

one of our foremost wholesale houses, have just completed the erection of a very fine building on



British American Bank Note Co.



The Mortimer Co., Limited.

the corner of O'Connor and Queen Streets. This building, which was five stories high when completed, has had another story added to it recently to afford better accommodation for the continual increase of business. Of our retail establishments, the building erected by the

C. ROSS CO., LTD.,



The American Bank Note Co.

which occupies a prominent site on Sparks Street, is one of the largest and most attractive buildings in the province. As departmental stores, this establishment and our other well-known departmental store of

BRYSON, GRAHAM & CO., both rank with the largest in Canada.

The latest architectural adornment to our city is the handsome structure of the

SUN LIFE ASSURANCE CO.

at the corner of Sparks and Bank Streets. This building is positively fire-proof, and would, unquestionably, be a distinct gain to any city. There can be no better argument advanced, in speaking of the future of Ottawa, than the policy which has actuated this company in erecting such a monument, bespeaking the value they entertain of the present commercial stability of our city, and their confidence in the continual advancement of Ottawa in the future.

There is every reason to believe that in the near future this example will be followed by other large companies, whose extensive business dealings in Ottawa and the surrounding district would warrant a similar mark of confidence.



THE NEW SUN LIFE BUILDING, Cor. Bank and Sparks Streets.

OTTAWA'S SUMMER RESORTS AND NOTED PLEASURE TRIPS.

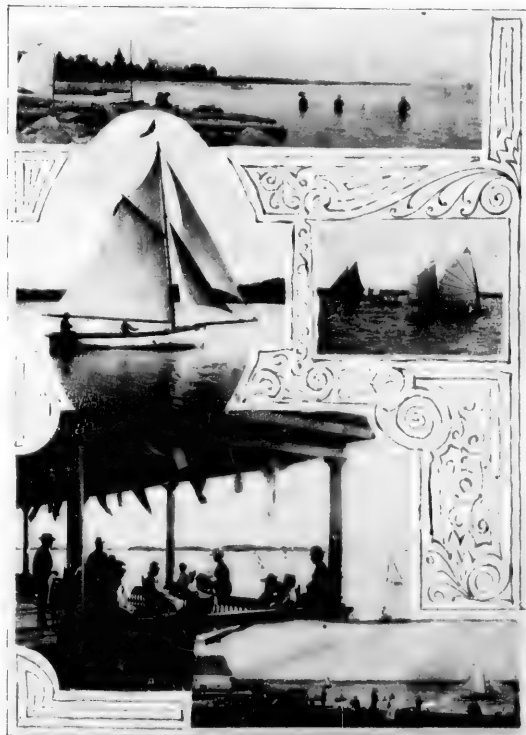
Though Ottawa is specially noted for the hunting and fishing resorts of the Gatineau Valley and Algonquin Park districts, there are also many local summer resorts possessing the usual attractions and of sufficient consequence to render them extremely popular with outsiders as well as with our own residents. It is not necessary to go farther than

operates in all 22 cars, 16 of which are open and six closed. The former accommodate 75 passengers and the latter sixty. They are all of unusual length, large, commodious and speedy; the open cars running 24 miles to the hour and the closed cars 35 miles. The distance in all covered on the trip is 9 miles to Aylmer proper, where the Hotel Victoria is located, or 11 miles to Queen's Park. The power is taken from the Deschenes Falls, situated 6 miles up the Ottawa River from Ottawa. A notable feature of this line, a fact which reflects the highest credit on the management of the road, is that never since the first day that the line has been in operation, has the safety of the passengers been jeopardized. The trip itself, for which 10 cents is charged, is a most pleasant one. Some of the prettiest views obtainable of Ottawa are seen from the car as it leaves the city of Hull. The track runs close to the river almost the whole distance till it turns, after leaving the car sheds—from which point an excellent view is obtained of the power house and Deschenes Falls—in the direction of the Laurentian Mountains. Lake Deschenes comes into view almost at once, and the outskirts of Aylmer are entered. The principal streets of this quaint town, which are flanked by handsome residences embowered in shaded avenues, are passed through before we reach the Hotel Victoria. Bathing,



Lancefield Photo. Hotel Victoria—Aylmer.

the vicinity of Rockcliffe Park to obtain the exhilarating air necessary to make the warm season a source of pleasure rather than a burden to existence, and as a consequence a number of pretty cottages situated in the immediate vicinity of the Park are occupied during the summer. With the counter attractions at Victoria Park, which is also reached in 15 minutes by the tramway, in the form of light opera, those who are unable to absent themselves from the city are afforded constant enjoyment and change of air. This year particularly the attractions at Victoria Park have been unusually good. Popular prices prevail, the accommodation is perfect, and as a consequence the auditorium is taxed to its utmost every evening, patrons including the best people of the city. Those, however, who wish to combine with an agreeable outing, the pleasure of being in the country by the water, miles away from every semblance of the city, only have to go to Aylmer. This is our most popular summer resort, and is reached within half an hour from leaving Sparks street. The city cars connect at Hull with the Hull Electric Railway, which in its turn provides a constant 15 minute service to and from Aylmer. The line is a double tracked one, was commenced in 1896 and completed in the same year. It is conceded to be the finest suburban electric railway in America. The road bed is laid with macadam from one end to the other, making it exceptionally strong and even and absolutely dustless. The company



earson Photos.

Summer Scenes at Aylmer.

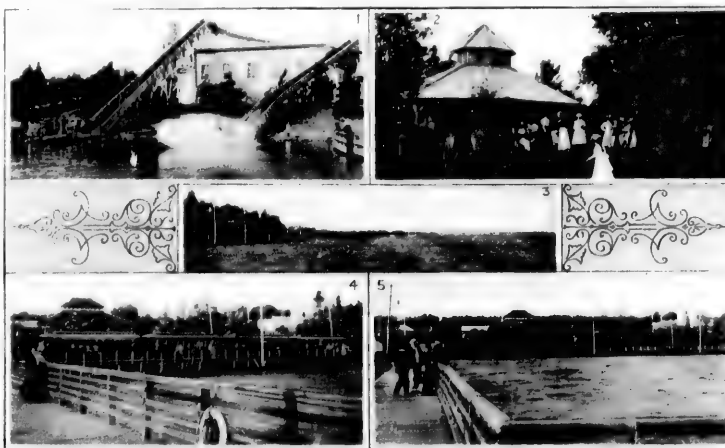


Pittway Photo.

Camping on the Gatineau near Ottawa.

boating, yachting, lawn tennis, golf, and other similar sports, form the principal attractions at the Hotel Victoria. Dancing is indulged in every evening, and this ever popular amusement is participated in by many who go out almost daily from the city. Life is far from dull here at any time of the season, and the accommodation of the Hotel is invariably taxed to its utmost. The fact of it being under the same management as the famous Russell of Ottawa, is sufficient guarantee of its excellence. Two miles beyond is Queen's Park, with countless attractions and amusements. The Park itself covers an area of 40 acres. It is the property of the Hull Electric Railway Company, and kept by them in splendid condition at all times. This Park is the delight of all who visit it, and there are few indeed, if any, who do not, but more particularly of the younger generation. It is the favorite resort, during the Session, of Members of Parliament, Senators, and Cabinet Ministers, hardly a day passing but some distinguished party of legislators with their ladies can be seen entering its cool shades to enjoy a few hours of needed rest, away from the heat of the city. Its popularity is exemplified by the fact that over 500,000 passengers

are carried by the company during a summer season, and as many as 12,000 have visited it in the course of one day alone. The many attractions to be found here are a source of great amusement to everyone. Foremost in popularity is the "Chute," which, it will be seen by the illustration, is a very formidable affair. The intense excitement in "shooting the chute" is beyond description, and must be experienced to be properly realized. Excursions to Chats Falls, 25 miles up the river, are run by the same company twice a week, Mondays and Saturdays. The scenery is superb all along the route, but particularly at the Falls, and the trip is altogether a most enjoyable one. There are a number of other summer resorts surrounding Ottawa, and conveniently reached either by boat or railway. Britannia is a pretty spot at foot of Lake Deschenes, not far from Ottawa, and reached by the Canadian Pacific Railway. There are a number of pretty summer cottages there, such as are seen between the Hotel Victoria at Aylmer and Queen's Park and more are being built every year. Hogs Back is a resort much frequented, and counted as one of the many picturesque spots on the Rideau River. Amongst the other resorts of prominence, we have Deschenes, Chelsea, Kingsmere, the Cascades, Besserer's Grove, etc., all delightful spots and within easy access from the city.



Reardon Photo.

QUEEN'S PARK AYLMER.

1. The Chute. 2. A Corner in the Park. 3. View of Deschenes Lake Aylmer in the Distance.
4. View from Pier - Train of Five Cars. Hull Electric Railway. 5. Another View from Pier.



Str. Empress—O. R. N. Co.

THE OTTAWA RIVER NAVIGATION CO.

The daily service from Ottawa to Montreal on the steamers of the Ottawa River Navigation Company affords one of the most delightful trips imagin-

ed sporting country of the Laurentian Hills. Passengers are here transported to Carillon in twenty minutes by the company's Carillon and Grenville Railway. The trip from there on to Montreal is made without change through lakes and locks, in



Str. Victoria—O. R. N. Co.



Club House—Britannia.

able. The palace Str. Empress leaves Ottawa daily and runs to Grenville, passing many attractive points, some of which contain more than a passing interest. The villages of Papineauville and Montebello are associated with one of the most interesting epochs of Canadian history. As the home of the great Papineau, the district offers many attractions, and is much frequented by tourists. The old Chateau Montebello forms one of its principal attractions, and is well worth a visit. The famous Caledonia Springs are reached by this route, connection being made at the town of L'Original. At Grenville connection is made with the renowned



VIEWS OF ROCKLIFFE AND VICTORIA PARKS.

1, 2, 4, 6, 7. Scenes at Rockcliffe Park. 3. Interior Auditorium, Victoria Park
5. The Approach to Victoria Park.



Two Views of Club House—Ottawa Rowing Club.

the midst of a constant change of magnificent scenery. At Como and Oka (where the Trappist monastery is situated), the scenery is particularly grand, and well worth a special visit. The shooting of the Lachine Rapids forms a very interesting and exciting experience, a fit termination to a most enjoyable and interesting trip. The Str. Victoria makes a daily trip from Ottawa to Thurso, connecting with the Str. Empress at different points on the latter's return to Ottawa from Grenville. Both these steamers are also used for moonlight and other excursions of frequent occurrence during the summer season. The company also carries considerable freight between Ottawa and Montreal and intermediate points. The other steamers of this line, which are utilized for various purposes, consist of the "Princess," "Maude," and "Duchess of York." Mr. R. W. Shepherd, the Managing Director, has been identified with the company for upwards of 17 years.

THROUGH THE RIDEAU CANAL.
TO KINGSTON VIA RIDEAU
RIVER AND LAKES.

Another trip which is deservedly attracting a good deal of attention is the one made on the Str. "James Swift," from Ottawa to Kingston. The distance covered in all is 126½ miles, and the journey is made in 26 hours. The scenery along the route of this trip has been pronounced by prominent tourists to be the most picturesque in Canada, and unsurpassed by any in America. It is undoubtedly a fact that once made the tourist invariably returns to it the following year. The innumerable small lakes and rivers through which one passes form a continued panorama of beauty rarely witnessed. There are many historical features con-

nected with different points along the route which tend to add zest to the general interest and pleasure of the trip. Quaint towns and villages come into view at almost every turn, adding to the beauty of the scenery. Many of these are well known summer resorts, where good fishing and shooting can be had during the seasons. Connection is made at Kingston with the magnificent steamers which run to the Thousand Islands, one of the most frequented of Canadian resorts. Capt. Noonan, of the "James Swift," is an experienced navigator, extremely popular with everybody, whose genial ways and courteous treatment of passengers adds much to the pleasure of the trip.

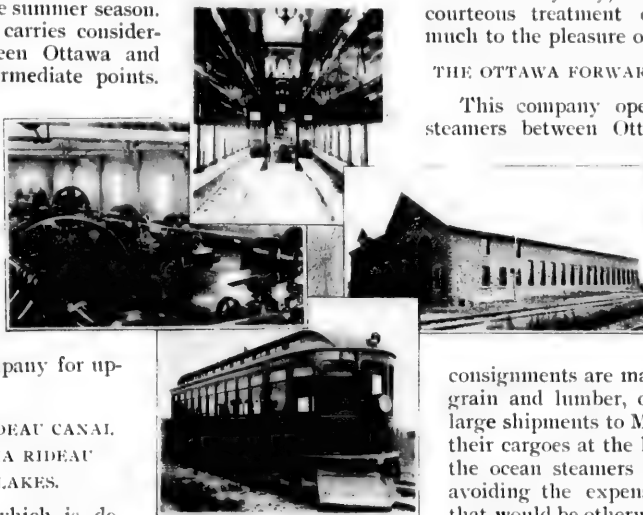
THE OTTAWA FORWARDING CO., LIMITED.

This company operates a fleet of six steamers between Ottawa and Montreal, through the Rideau Canal, making the run in 24 hours. Their principal business is shipping, which they carry on extensively for seven months of the year. Their

consignments are made up principally of grain and lumber, of which they carry large shipments to Montreal, transferring their cargoes at the latter place direct to the ocean steamers in the harbor, thus avoiding the expense and loss of time that would be otherwise occasioned. The company has been engaged in operations since 1891, the constant increasing of

their business necessitating almost yearly additions to their fleet. This route is one which will become still more *en evidence* when the expected advancement of the manufacturing industry renders imperative the utilization of the routes providing the cheapest rates.

The accommodation for the storage of goods at the company's wharfs is of the very best and practically unlimited. The president of the company is E. A. Hall, of Ottawa, and the secretary-treasurer J. H. Hall; the latter acting also as general manager.



The Hull Electric Railway.



Reardon Photos.

Str. Welshman.

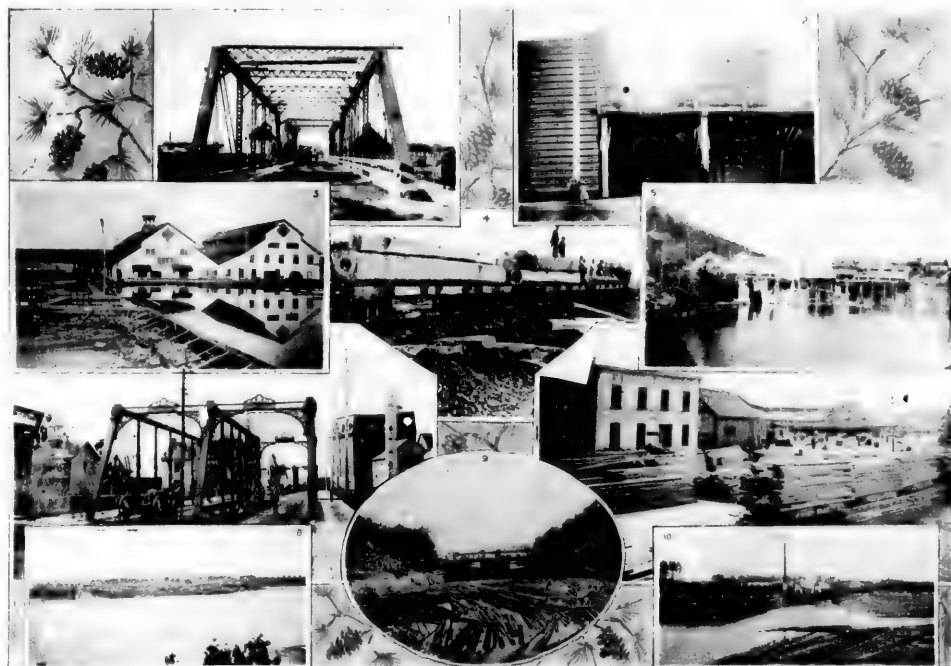
Shipping Scenes, Ottawa Forwarding Co's Wharfs, on the Rideau Canal—at Ottawa.

Str. James Swift.

PROMINENT LOCAL INDUSTRIES.

ALTHOUGH the making of Ottawa the Capital of the Dominion in 1860, did much towards advancing it to its present flourishing condition, nevertheless the foundation on which it rests to-day was laid at a much earlier date. Nature, with that purpose in view which has marked her hand throughout the universe, outlined its destiny by a firm and indisputable birthright, leaving it to time to work out a future, the possibilities of which would reach even beyond the conception of man.

Chaudiere. Prior to this year the lumber industry in Canada was practically undeveloped, and outside of a few small local lumber dealers or wood cutters, nothing was being done in the Ottawa Valley. In the Adirondacks, on the American side, at this time were located a number of lumber manufacturers, among others the late H. F. Bronson. Glowing accounts were brought to him and others of the Chaudiere, with the thousands of square miles of virgin forests in its immediate vicinity. This began as early as 1847, and in 1849 Mr.



SCENES OF THE LUMBER INDUSTRY.

1. Rideau Bridges (Sussex St.) 2. Lumber Piles at the Chaudiere, 3 miles long. 3. Conroy's Mills at Deschenes. 4. Shipment of Square Cut Timber by Rail on C. A. Ry. 5. Gilmour & Hughson's Mills on the Gatineau. 6. Chaudiere Bridges. 7. Hull Lumber Co's Mills at the Chaudiere. 8. View of Gilmour & Hughson's Mills from Nepean Point. 9. Lumber on the Gatineau River at Gilmour and Hughson's Mills. 10. Wm. Mason & Sons' Mills, on the Ottawa River, above C. P. R. Bridge.

Apart from the utility of the Falls, which is so self evident, what more magnificent sight, what grander or more imposing scene has ever been unfolded to human eye. In our beautiful Chaudiere Falls, and the many others situated in the surrounding vicinity, we possess the nucleus which in its continuous development will as time advances become of more service to Ottawa than were she twelve times a capital. It was in 1853 that the first move was made towards utilizing the water power of the

Bronson paid the country a visit to verify the statements which had been made. As a result of this he sold out his business, and in 1853 established on the banks of the Ottawa, at the Chaudiere, the first saw mill to cut timber for export to the United States. The following year, 1854, the reciprocity treaty in lumber made between the United States and Canada had the effect of bringing over a number of Americans who made their homes with us, and became naturalized Canadian citizens. The

most notable of these are still living, and control to-day immense business interests, whereas those who have passed away have either left a prosperous business to perpetuate their names or extensive fortunes.

Among the living, we have our Mr. J. R. Booth, known both in the United States and Canada as the owner of the largest lumber mill in the world, besides several railroads all in a flourishing condition. Mr. E. B. Eddy was also a pioneer, and the first to succeed in the attempt to utilize the Ottawa



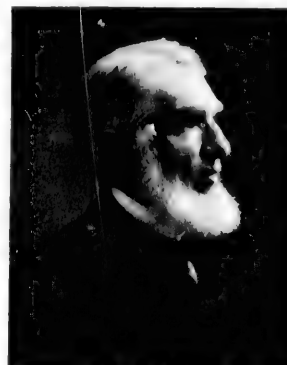
View from Suspension Bridge (Chaudiere Falls).
Timber Slide at the Chaudiere.
Raft of Timber on the Ottawa.

River on the Quebec side, diverging the natural course of the river for his own special benefit. Of the other prominent men who helped to develop the lumber manufacturing industry at Ottawa may be mentioned Geo. B. Pattee, the late Captain Young, the late W. G. Perley, the late A. H. Baldwin, the late John Rochester, the late Hon. James Skead, and the late John J. Harris, all names well known

to residents of Ottawa and foremost in the history of the commercial growth of the city. A number of large lumber concerns located in the district, such as the St. Anthony Lumber Co. at Whitney, have offices at Ottawa. The firms engaged in the square timber industry are Messrs. Fraser & Co.,

Alexander Fraser, Wm. Mackey and E. Moore & Co. The Frasers have been operating since 1854, they control most of the pine limits left to-day on the Ottawa River, which they are nursing with great care for the good of the industry. This firm is also engaged in the manufacture of lumber. We

follow with a brief description of a few of the prominent industries established in Ottawa for the purpose of showing the extensiveness of their operations, and the nature of the business in which they are engaged.



J. R. BOOTH.

J. R. BOOTH,

LUMBER MANUFACTURER.

The name of J. R. Booth is so closely identified with the advancement of the Capital to its present state of prosperity, that it is impossible to comment on the one without an intimate dealing with the other. In the lumber industry, the result of this man's operations from the early pioneer days is the distinction of owning to-day the largest saw mill in America. He employs, on an average, 4,000 men throughout the entire year, of which 2,500 are engaged on his timber limits and 1,500 at his mills. The yearly cut of these mills averages 110 million

feet of timber, covering a period of but seven months of uninterrupted operations. It is difficult for anyone outside the trade to conceive what these figures represent, beyond the fact of being the largest cut of any individual mill in the world. It was not enough for Mr. Booth to carry on such an enormous business, which in itself is sufficient to monopolize the attention of any



C. JACKSON BOOTH.

business man. He became identified, in latter years, with undertakings of still more gigantic proportions, involving the expenditure of millions of

history
lumber
district,
Witney,
in the
& Co.,

dollars. With what success these undertakings were met we are all more or less familiar. After building the Canada Atlantic Railway the people of Ottawa had just reason to feel proud of the name of J. R. Booth, and this undertaking would in itself

throughout the Dominion of Canada there is no business house or individual name so widely known as that of E. B. Eddy. Without casting any re-

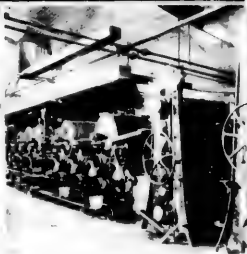


Partial View of J. R. Booth's Mills at the Chaudiere.



E. B. EDDY.

have been sufficient to hand his name down to posterity in the annals of Canadian history. The enterprise of this man, however, looked still further, and undeterred by the almost unsurmountable obstacles he had to face, he conceived and carried into operation a scheme, in which were involved the interests of the entire Dominion as well as those of his own city. The success attending his efforts in this last undertaking has furnished an object lesson to Canadians, and the Ottawa, Arnprior & Parry Sound Railway is opening the eyes of our American cousins to the fact that we are fully alive to our interests. Mr. Booth is essentially a self-made man, who owes his success in life entirely to his own efforts. His aggressive policy in all his undertakings, coupled with his keen sightedness and remarkable ability, is responsible for the high position he occupies to-day. Mr. C. Jackson Booth is an active member of the lumber firm and president of the Booth system of railways. He is a member of the Council of the Ottawa Board of Trade and has already shown marked ability and a tendency to follow in the footsteps of his distinguished father.



Views of Eddy's Works.

fections on our thriving suburb, the city of Hull, it is but the truth to say that the knowledge of its existence over the length and breadth of the country to-day is almost entirely due to its association with the "Match King," through which, it may be said, it has "burnt" its name on the shelves of every kitchen in Canada. It is not our intention to do this establishment full justice, for the very simple reason that to do so would necessitate almost a volume in itself, and in an article of necessarily restricted scope such as this has to be, we must confine ourselves to a bare outline. To begin with, let it be distinctly understood that there is "nothing like it" under the British flag, and we are, consequently, very proud of the distinction which is naturally given to Ottawa in possessing such an institution. What does the E.

do the E. B. Eddy Company do?—is a question that few can properly answer, however well posted we may be on their better known industries, and it would probably be easier for those who are informed to answer the question—What don't they do? There would certainly be less details to enumerate. In the first place there is the match industry, with a daily output of 35,000,000 matches of six different makes; of indurated fibreware, 800 articles daily; in

THE E. B. EDDY CO., LIMITED.

It is by no means an exaggeration to say that

wooden ware, 3,000 pails and tubs, and in wash-tubs alone the daily output is no less than 600. The manufacture of paper of all kinds averages 50 to 60 tons daily; sulphite fibre and wood pulp, 50 tons; and paper bags, 500,000. They manufacture



W. H. ROWLEY,
Sec.-Treas., E. B. Eddy Co.

their own sulphide chemicals, and make their own ground wood pulp, possessing no less than three mills of the latter. Their purchase of rags is enormous, some shipments totaling up as high as \$7,000. To get a better idea of what these figures represent, just calculate the yearly output. Add to this the almost constant establishing of new industries and you can form a vague idea of what the E. B. Eddy Company is doing. Do not, however, forget that there are 1,800 employees, representing a pay-sheet of over \$1,200 a day, or nearly \$400,000 annually, and that they have large agencies in all the principal cities in Canada. The man who is responsible for all this, whose genius has brought to its present state of prosperity a business, the nucleus of which was formed solely of brains, is, to say the very least, deserving of the highest praise from his fellow men. It may well be said of Mr. Eddy that, as a self-made man, he occupies a very enviable position to-day, and it is not to be wondered at that Ottawa has prospered, with such business men as he working in its behalf. As a financier, Mr. Rowley, the Secretary-Treasurer, has few equals in Canada. He is a



S. S. CUSHMAN,
Vice-Pres., E. B. Eddy Co.



G. H. MILLEN,
Gen. Mgr. Supt. E. B. Eddy Co.

practical banker of wide experience, and the position he has occupied in this company since 1887 is ample proof of his ability. Mr. Millen, the superintendent, is a man who knows his business thoroughly, and in carrying his knowledge into practice he is much to blame for the state of perfection prevailing in every individual branch of the business.

THE MCKAY MILLING COMPANY, LIMITED.

In the McKay Milling Co. we possess one of the largest and most important milling companies in the entire Dominion. The name is also well known in Great Britain and Europe, owing to the popularity of their products. This business has been in existence nearly 70 years, and is probably the oldest of its kind in Canada. It was originally established in 1830 by the late Hon. Thos. McKay.



WM. SCOTT,
President and Gen. Manager,
McKay Milling Co.

The prosperity which has brought the business of the company to its present magnitude, has undoubtedly been greatly contributed to by the use of the inexpensive and unlimited power which they have had at their command. The capacity of the flour mill is 1,000 barrels per day, or over 300,000 barrels a year. The capacity of the oatmeal mill is 250 barrels per day. The practical man of the McKay Milling Co. is Wm. Scott, the president and general manager, who has been with the company from the date of its inception.



Pittsburg Photos.

The McKay Milling Co.—Views of Flour Mills at the Chaudiere.

GILMOUR & HUGHSON, LIMITED.

The mills of this company rank with the most important on the Ottawa River. Their yearly output is very considerable for a single mill, averaging on the whole over 35,000,000 feet (board measure) per annum. The company is widely known in the lumber trade and to the public in general. They have been doing business continuously for the past 60 years, and their mill enjoys the distinction of having been the first to operate on the Ottawa River. The machinery in use is all of the most approved type, and, together with the accessories, combine to make it as modern and complete a mill as can be found on the continent of America to-day. They use steam power entirely, for the purpose of consuming the mill waste, which has the effect of



W. C. HUGHSON.

water power is not an advantage, however, of course, even in this instance, the power which supplements it is limited, though quite sufficient to meet their demands. They employ on an average 500 men the year around. The lumber sawing occupies them only about 6 months, their operations for the balance of the year being confined entirely to their timber limits. The company owns a number of water powers on the Gatincau (to be found on the attached map) which offer special facilities for manufacturing or other purposes, owing principally to their being easy of access and located in advantageous surroundings.



JOHN GILMOUR.

W. C. EDWARDS & COMPANY, LIMITED.

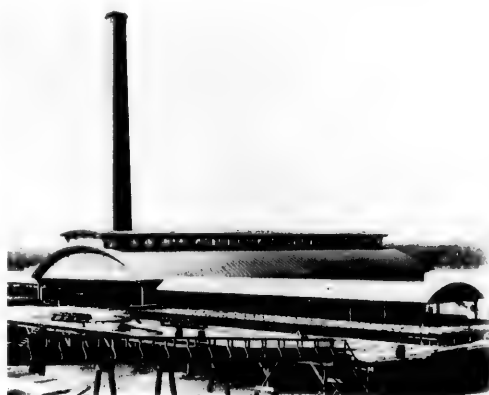
LUMBER MANUFACTURERS.

Situated at the foot of Sussex Street, on each side of the Rideau Falls, are the lumber mills and sash and door factory of W. C. Edwards & Co. Between the two concerns they own and monopolize the power of these falls, which they have been utilizing for many years. Their saw mill ranks with the largest, the output averaging 50 million feet of lumber per annum.

Their sash and door factory does an enormous business, and is counted as one of the largest in Canada. They give employment, on an average, to 2,000 men throughout the year. The firm also operates large mills at Rockland, which were established by them as early as 1868. Mr. W. C. Edwards has represented Russell County in the Federal Parliament since 1887, and is looked upon as one of the ablest business men in Canada. Though he takes an active interest in his establishments, his nephew, G. C. Edwards, acts as manager, in which capacity he has shown marked ability.



W. C. EDWARDS, M.P.



Lancet Photo.

Gilmour & Hughson's Mills.

minimizing the cost of the power to the exceedingly low figure of \$5 per h.p. per annum. They afford a unique instance in manufacturing where



Lancet Photo.

View of W. C. Edwards' Sash Factory and Saw Mills—from River

THE HULL LUMBER COMPANY (LIMITED).

Next in importance to the Booth mills, amongst the lumber industries at the Chaudiere, we have the Hull Lumber Company. Their mills are situated



F. W. AVERY,
Joint Man. Director, Hull Lumber Co.

immediately beyond the suspension bridge along side the E. B. Eddy Co. They obtain their power from the overflow to the right of the Chaudiere Falls, which is governed by a specially built dam within 150 feet of their flumes. The work done at these mills is simply enormous, and for the seven months of the year in which they are in operation, they present a very busy appearance. The yearly cut average 55 to 60 million feet, in some years these figures reach as high as 68 million feet. In order to do this no less than 400 men are employed at the mills proper, whereas the number employed on their timber



C. E. REID,
Joint Man. Dir., Hull Lumber Co.

limits alone averages 1,000 men. The company has been operating since 1890. Their shipments extend to every port in the world, most of their cut finding its way, as in the case of similar concerns, to England. The officers of the company consist of the president, A. A. Buell, of Burlington, W. G. White, of New York, vice-president, and F. W. Avery and Chas. E. Reid, joint managing directors, both of Ottawa, and identified exclusively with the management of the business. They own and control their own power, 2,000 h.p. in all, part of which is available for leasing.



Deschenes Milling Co's Flour Mills.

Conroy's Mills.

Hull Electric Railway Power House.

THE BRONSONS & WESTON CO., LIMITED, AND THEIR NEW INDUSTRY.

Up to the present year this company has dealt exclusively with the manufacture of lumber, and operated one of the largest mills on the Ottawa River. Their yearly output has averaged 50 million feet, board measure; some years running as high as 85 millions, and they have had in their employ—on an average—900 men the year around. The present company is the outcome of the original business established in 1853 by the late H. F. Bronson in conjunction with John J. Harris, who withdrew in 1867 to make room for A. Weston and W. C. Bronson. It consists of the Hon. E. H. Bronson, F. P. Bronson, W. G. Bronson and Levi Crannel. The lumber business has been discontinued this year owing to the company en-



LEVI CRANNEL,
Of Bronsons & Weston Co., Ltd.



Luncheon Photo.

The Hull Lumber Co's Mills—at the Chaudiere.

gaging in extensive operations in an entirely different industry, but it is their intention to resume it at no distant date. They have decided on the establishing of a calcium carbide factory, and the necessary buildings are now being erected.

OTTAWA'S GREAT WATER POWER

1,000,000 HORSE POWER AT THE DOORS OF THE CAPITAL.

THE treatise which follows, dealing with the available water power within a radius of 45 miles of Ottawa, will come as a surprise to many, even of our own citizens. Though we have always been aware that this power existed in a more or less extensive form, the fact that water power is so integral a part of the natural resources of our city, and the constant sight of it in the form of our renowned Chaudiere, has hitherto prevented us from realizing the great value attached to its development.

Much credit is due Mr. Andrew Holland, a member of the Council of the Ottawa Board of Trade, for instituting the preliminary researches, and for his untiring efforts in obtaining the required information and arranging and compiling the details in such a comprehensive form as shown on the map attached to this publication. It is difficult indeed to realize that we have

an available power sufficient when concentrated to produce electrical energy for all the manufacturing, electric lighting and street railways of the cities of Detroit, Toronto, Rochester, and Cincinnati combined. Out of this total average of over 1,000,000 horse power, we have available within eight miles of the city, including the Chaudiere Falls, 200,000 horse power, sufficient in itself to make Ottawa the foremost manufacturing city of Canada. Before the present year is out conduits will have been laid which will enable manufacturers to obtain power at almost any locality at a maximum charge of \$13 per horse power per annum. Compare this with the cost of steam power, coal at say \$4.50 per ton, which amounts at least to \$40 per horse power per annum, and the conclusion is simple. Shipping

facilities, which are dealt with on another page, offer every inducement to manufacturers, both as to prompt connections and reasonable charges. The actual details connected with shipping, bearing on every individual product, if enquired into, will bear out the statement that Ottawa is better suited from every standpoint for the establishing of manufacturing, of any nature whatever, than any other city in Canada. Consider with this the enormous saving to be made in the cost of the necessary power, and there remains no question as to the very

superior advantages we have to offer. There are many mines in the surrounding districts, including iron, phosphate of lime, zinc, argentiferous galena (silver lead), plumbago, mica, molybdenite, kaolin, for the manufacture of white lead, nickel and asbestos, many of which have practically remained up to the present undeveloped. These mines will become valuable just as soon as

electrical energy can be obtained from our water power, which will enable them to be worked by electrical furnaces on a paying basis. It is worthy the close attention of capitalists to examine into the many purposes for which this power could be utilized to their advantage, as well as to the making of this city a manufacturing centre second to none in the Dominion.

REPORT OF ENGINEER ON THE VARIOUS WATER POWERS OF THE OTTAWA VALLEY.

For the information of the public in general, I submit the following details concerning the various falls, and estimates of the power which could be obtained from them, with a general outline of the rivers, tributaries, lakes and reservoirs, existent in



Top-left Photo.

Chaudiere Falls.

the Ottawa Valley. The map attached to this publication shows the location of the various powers, with their maximum and minimum fall of water, within a radius of 45 miles of Ottawa.

OTTAWA RIVER.

The Ottawa River to its sources extends for more than 450 miles above the Chaudiere Falls at Ottawa, and is second only to the St. Lawrence River in size and commercial importance in Canada. It is a succession of large, deep lakes, forming natural reservoirs, which discharge through a series of rapids, which will form when developed at a reasonable expense, reliable and adequate power for manufacturing and other purposes.

From government and other official documents, I find that the extent of territory drained by the Ottawa and its tributaries above the City of Ottawa, is over 43,000 square miles; and that between the City of Ottawa and Grenville the territory drained is 19,000 square miles. The mean discharge of the Ottawa from a series of observations at Grenville, is 85,000 cubic feet per second, and at low water the discharge 35,000 cubic feet per second, or with a 20 ft. head 70,500 horse power, and at high water the discharge is 150,000 cubic feet per second, or with 20 ft. head 305,000 horse power; also that the annual precipitation of rain and snow in the Ottawa Valley may be safely taken at 40 inches of water. The maximum width of the Ottawa River between Ottawa and the lake at L'Original is 4,000 feet, and the minimum width about 1,400 feet. Reliable gauges taken of the summer volume of discharge at Portage du Fort were recorded at 31,000 cubic feet per second, and the maximum flow at over 130,000 cubic feet per second.

The River Mattawa at its junction with the Ottawa River is 519 feet higher than the St. Lawrence River at Three Rivers.

The water shed of the Ottawa River is bounded northerly by the height of land dividing the waters of the Hudson Bay Territory from those of Canada, and the Ottawa Valley is computed to be capable of ultimately maintaining a population of eight millions, taking Scotland as the basis.

Some of the principal rivers flowing into the Ottawa River, above the city of Ottawa, will give some slight idea of a portion only of its great feeders.

RIVERS.	Distance above Ottawa.	Length of River.	Water Shed.
Mississippi.....	26 miles	101 miles	1,120 sq. miles
Madawaska.....	40 "	250 "	4,100 "
Bonnechere.....	50 "	110 "	980 "
Conlonge.....	70 "	160 "	1,800 "
Black River.....	79 "	130 "	1,120 "
Petewawa.....	138 "	140 "	2,200 "
Mattawa.....	200 "	40 "	Chain of lakes
Montreal.....	120 "	"	"
Kippewa.....	90 "	"	"
Deux Riviere.....	90 "	"	"
Riviere du Moine.....	120 "	"	1,600 sq. miles

GATINEAU RIVER.

In August, 1898, Frank A. Hibbard, C.E., and Henry Carre, C.E., examined and reported upon the Gatineau River water power, and found that the area drained is about 9,000 square miles, and that from meteorological observation for this district

published by the Department of Marine and Fisheries in 1895, the yearly precipitation was 34.42, and the normal rainfall for June, July and August was from 9 to 11 inches; and they assumed that the yearly precipitation at the head

waters would be say 68 inches, and that by building a small dam at Kateabingia Lake, area 100 square miles, it would give a storage capacity of 19,514,880,000 cubic feet, and that the other smaller lakes give an area of 205 square miles, making an additional storage of

40,005,540,000 cubic feet, and assuming that the loss from evaporation and absorption in the soil amounts to 50%, would give a total of 20,002,752,000 cubic feet in 27 1/2 days of the natural flow of the river available to be utilized during low water. After carefully cross sectioning the river, and obtaining evidence as to the high and low water levels, the volume of water near Kirk's

Ferry, above Eaton Chute, was carefully calculated at different stages, and found to be: Actual flow, July 22nd, 1898, 644,112 cubic feet per minute, or with 20 feet head 24,508 horse power. High water flow in 1895, 2,763,000 cubic feet per minute, or with 20 feet head 105,160 horse power. A head of 25 feet could easily be obtained without injury to private property, which would give 30,400 horse power in July and 130,405 horse power at high water. At Chelsea a head of 39.3 feet could easily be obtained, which would give 47,790 horse power in July and 205,000 horse power during high water.



Photos by R. B. Whyte.

Falls at Galetta.
High Falls on the Lievre (120 ft. drop).
Falls at Almonte.



Tassey Photo.

Rideau Falls.

RIVIERE DU LIEVRE.

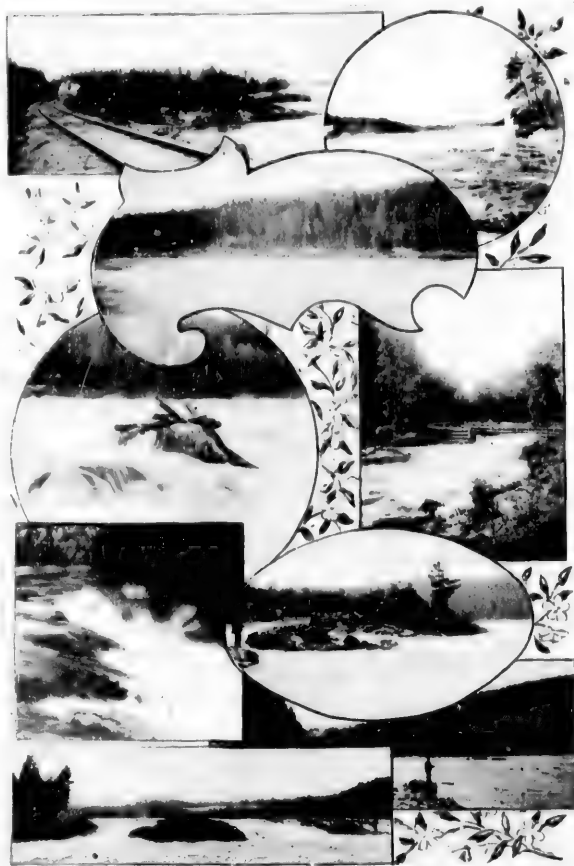
The Du Lievre River, one of the principal feeders of the Ottawa River, about 18 miles below Ottawa city, runs in a northerly direction 260 miles from the Ottawa River, with a water shed of over 4,000 square miles fed from a number of large lakes and streams, which could readily be used for storage reservoirs by constructing dams if required, thereby greatly increasing the capacity of the water power. The level of the river at the town of Buckingham, four miles from its junction with the Ottawa River, is 302 feet higher than the Ottawa River, and is principally a continuation of rapids, very available for the development of water power. Mr. Valarie, the manager of one of the largest estates owning land on this river, informs me that the development will not exceed an average of \$10 per horse power, and in some cases it has been done for considerably less. I can only obtain the minimum capacity of this river at low water. The Du Lievre district has for years past been noted for its large deposits of plumbago, phosphate, mica, and other valuable minerals and earths. The High Falls, with 180 feet head, is in its natural state, and adjacent to very rich mineral deposits.

WATER POWER GENERATION.

Samuel Webber, Esq., Charlestown, N.H., in a paper recently submitted by him to the American Society of Mechanical Engineers, states: "That it is practically possible to store and secure for power about one-third of the total annual rainfall. This rainfall he records at 42 inches, as a fair average for the larger part of the United States, east of Kansas and Nebraska, amounting therefore to about three cubic feet per second per square mile of

catchment area. One-third of this, or one cubic foot per second per square mile of drainage surface, is therefore the supply which can usually by the aid of storage be relied upon. He also discusses the first cost of turbine installation, and the cost of several plants is shown to vary from \$50 to \$100 per horse power. The cost of water power, per horse power per annum, is estimated in three instances at \$8.64, \$10, and \$11.05, and it is stated to be generally covered by the figure of \$15 per annum per horse power."

I also notice that in a description of the water power of Caratunk Falls, Kennebec River, Maine, given by Samuel McElroy, Esq., New York city, before the American Society of Mechanical Engineers in 1896, he states: "The river basin is of about 5,917 square miles area, of which 3,800 square miles are forest and 450 square miles are lakes and ponds, 311 in number. Annual rainfall 44.5 inches (1839 to 1888), maximum 54.6 (1887), minimum 33.7 (1860). A water power was devel-



Group of Falls and Rapids near Ottawa, close to Ottawa and Gatineau Railway.



Falls at Kirk's Ferry,
near Ottawa.

Falls at Hog's Back, 4 miles
from Ottawa.

Fall at Chelsea, near
Ottawa.

oped, and the cost of dam, flume, head gates, wheel pit, etc., was in this case \$15 per horse power for the 3,500 horse power, cost of wheels for 3,000 horse power about \$9, or \$24 in all. The fixed charges on this Mr. McElroy reckons at \$5.24 per horse power per annum. For comparison, the cost of a 3,000 horse power steam plant in this pulp mill (where no exhaust steam is used for other purposes), is calculated and found to be \$52.17 per horse power per annum, with coal at \$6 per ton. He also makes reference to the commercial value of water power, at Lowell, with a 4,085 square mile basin being valued at \$2,787,200, and at Lawrence, with an area of 4,553 square miles at \$2,866,720."

Some very interesting lectures on the transmission and distribution of power by compressed air, by fuel gas, and by steam, were given in 1897 by John S. Nicholson, B. Sc., M. Can. Soc. C. E., and R. T. Durely, B. Sc., A. M. Can. Soc. C. E., professors of mechanical engineering at McGill College, from which I take the following extracts.

ESTIMATED RESULTS from an installation delivering 2,000 h. p. in Montreal with 4,550,000 h. p. hours delivered per year.

	Steam.	Steam with Feed Storage.	Compressed Air Water Power.
Cost of Station.....	\$90,375 00	\$33,625 00	\$166,970 00
Cost of pipe line.....	136,350 00	136,350 00	49,500 00
Total capital expenditure.....	226,725 00	170,000 00	216,470 00
Annual expenses.....	116,440 00	104,020 00	75,700 00
Tons of coal burnt per year.....	17,100 00	13,680 00	6,140 00
Price of 1,000 h. p. hours.....	21 00	18 25	16 64
Price of 1 h. p. per year (1,000 hours).....	62 10	56 39	51 40
Price heating steam per 1,000 hours.....	— 30	— 30	—

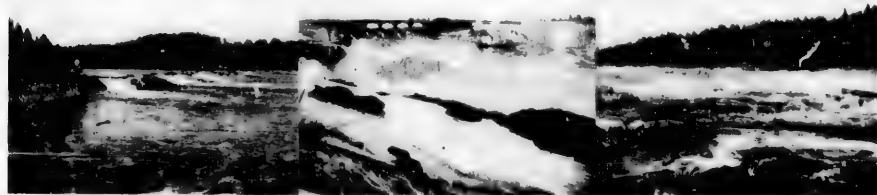
The prices given above would of course be paid on the basis of the power actually consumed by the user.

COMPRESSED AIR.

The principal rivers in the Ottawa Valley are well adapted and favorably situated for generating compressed air by the "Taylor" system, because supply of water is abundant, and the earth or rock formation in nearly all cases is suitable for sinking the required shafts to obtain the necessary head or pressure. The future outlook for utilizing compressed air for motive power, refrigeration, and other commercial purposes, is very favorable, and anticipate in the near future that the power of compressed air will be better known and more freely utilized for business purposes for the following reasons: 1st. That it can be piped at a reasonable cost to long distances. 2nd. That air can be compressed by water power to any extent or pressure required, depending solely on the length of the down flow pipe. 3rd. That low falls of water can be more economically and better utilized than with turbines. 4th. The Taylor system is very simple and automatic in its action, free from working parts and economical in construction and maintenance. The first hydraulic air compressor under C. W. Taylor's principle was installed for the Dominion Cotton Company, at Magog, Quebec, in 1896, and I understand is now delivering 155 horse power in compressed air with an efficiency of about 75 per cent., the air pressure being delivered at the engines at 52 pounds per square inch, and, I am informed, is giving great satisfaction.

ELECTRIC TRANSMISSION.

Within the past few years, advantage has been



Falls on the Gatineau.

Paugan Falls.

Falls on the Gatineau.

taken to utilize water for supplying electric power for manufacturing and lighting purposes, usually with alternating plants, in the following places in Canada. Hamilton city, Ont., adopted the two phase system, the power being 38 miles distant; voltage, 20,000; horse power, 3,000. City of Montreal, from St. Lawrence River near Lachine, adopted the three phase system five miles distant; voltage 4,400; horse power, 20,000; also from River Richelieu, near Chambly, the two phase system was adopted, the power being 16 miles distant from Montreal; 12,500 voltage; horse power, 20,000. There can be no doubt but that the economical furnishing of electricity with water power for commercial purposes to long distances, will be even more successful in the near future, when improvements are made for increasing the insulating methods, with other improved devices which are constantly being discovered.

AVAILABLE WATER POWER.

The present waste or available undeveloped minimum water powers, with distances from railways, are as follows. Moreover, all the River Ottawa and tributary powers will be in close proximity and connected with the route of the Ottawa and Georgian Bay Canal.

OTTAWA RIVER AND TRIBUTARIES—ABOVE CITY OF OTTAWA.

	Horse Power.
Great Chaudiere, at Ottawa City, not in use, say.....	35,000
Little Chaudiere, $\frac{1}{2}$ mile from Ottawa and $\frac{3}{4}$ mile from Canadian Pacific Ry.....	25,000
Deschenes and Britannia, $\frac{1}{4}$ mile from Canadian Pacific and Pontiac Pacific Rys., not in use.....	15,000
Chats, 4 miles from Galetta, Ottawa, Arnprior & Parry Sound Ry.....	141,000
Portage du Fort, 7 miles from Haleys, Can. Pac. Ry.....	49,000
Mountain Chute, 6 miles from Clark's Station, Pontiac Pacific Ry.....	62,500
Grand Calumet, 4 miles from Clark's Station, Pontiac Pacific Ry.....	186,000
Coulange River, adjacent to Pontiac Pacific Ry.....	24,120
Black River, adjacent to Pontiac Pacific Ry.....	21,000

MISSISSIPPI RIVER.

Galetta, adjoining Ottawa, Arnprior & Parry Sound Ry.....	1,800
Pakenham, $\frac{1}{2}$ mile from Canadian Pacific Ry.....	900
Blakeney, 2 miles from Canadian Pacific Ry.....	1,080
Rosamond's Rapids, 2 miles from Almonte Station, Canadian Pacific Ry.....	720
Almonte, adjacent to Canadian Pacific Ry., main line.....	3,000
Appleton, 4 miles from Canadian Pacific Ry.....	540
Carleton Place, adjacent to Can. Pac. Ry., main line.....	1,000
Innesville, 15 miles from Perth, on Can. Pac. Ry.....	540

MADAWASKA RIVER.

Arnprior, close to Canadian Pacific and Ottawa, Arnprior & Parry Sound Rys., in use.....	—
Rapids above Arnprior, 6 miles from Canadian Pacific and Ottawa, Arnprior & Parry Sound Rys.....	1,400
Burnstown, 9 miles from Renfrew, on Canadian Pacific and Ottawa, Arnprior & Parry Sound Rys.....	1,400
Rapid near Springtown, 6 miles from Calabogie on Kingston & Pembroke Ry.....	1,120
Calabogie and Calabogie Lake, adjacent to Kingston & Pembroke Ry.....	3,640
Madawaska High Falls and Rapids, 8 miles from Calabogie Station.....	10,360



MINING SCENES NEAR OTTAWA.

- 1, 2, 5. Mica Mines. 3. Shaft in Grand Calumet (galena) Mine.
4. Exterior of Grand Calumet Mine. 6. Phosphate Mine.

BONNECHERE RIVER.

	Horse Power.
Castleford and Rapids above, about 3 miles from Canadian Pacific Ry.....	1,120
Renfrew and Douglas, adjacent to Can. Pac., Kingston & Pembroke, and Ottawa, Arnprior & P. S. Rys.....	2,000
Quyon River, adjacent to Pontiac Pacific Ry.....	80

TRIBUTARIES BELOW OTTAWA CITY.

GATINEAU RIVER, &C.

Farmers Rapids, 1 mile from Gatineau Valley Ry.....	24,500
Chelsea Mills, $\frac{1}{2}$ mile from do do.....	47,790
Fatons Chute, $\frac{1}{4}$ mile from do do.....	24,508
Cascades, adjacent to do do.....	14,000
Wakefield, $\frac{1}{4}$ mile from do do.....	12,000
Paugan Falls, 1 mile from do do.....	73,500
Peche and Blackburn Creek, 1 mile from Gat. Val. Ry.....	375
Petite Nation River, 5 miles from Canadian Pacific Ry.....	1,600
Blanche River, a series of chutes, from 1 to 12 miles from Canadian Pacific Ry. Station.....	1,600
Priests Creek, 20 miles from Canadian Pacific Ry.....	240
Little Blanche River, 9 miles from Can. Pac. Ry.....	250
Clay Creek, Biglow's Mill, 18 miles from Can. Pac. Ry.....	120

RIVIERE DU LIEVRE.

Buckingham Station, Can. Pac. Ry., 7 privileges combined, 45 ft. head.....	9,000
Rheame Falls, Town of Buckingham, 4 miles from Canadian Pacific Ry., 20 ft. head.....	4,000
Dufferin Falls, Town of Buckingham, 62 $\frac{1}{2}$ ft. head.....	12,500
Upper Falls, do do 26 do.....	5,200
Little Rapids, — miles above Buckingham, 8 ft. head.....	500
Cascades, do do 12 do.....	2,000
High Falls, do do 180 do.....	36,000

Total available Horse Power below City of Ottawa.....	269,683
do do do above do do.....	589,320

Grand Total..... 859,003

The total minimum horse powers of the aforesaid portions of the rivers within reasonable access of railways or canals, is estimated at 917,403, of which only 58,400 is now in use, leaving 859,003 horse power available.

CAPABILITIES AND RESOURCES OF ALL WATER
POWERS ADJACENT TO OTTAWA.

The sources of supply feeding the principal rivers are north and east of the city of Ottawa, flowing principally through mountainous and rocky regions, in which are scattered hundreds of large and small lakes. The head waters of these rivers are in primitive and unsettled districts, not yet thoroughly surveyed, and abounding in red and white pine, tamarack, cedar, and the very best hardwood trees, interspersed with spruce, poplar, and other timber suitable for pulp, indurated fibre, and other industries. The present and contemplated railway connections, and the proposed Ottawa and Georgian Bay Canal being close to some of the principal undeveloped water powers, render them very desirable and safe investments for capital, because the raw material is close at hand, and the manufactured articles can be economically forwarded to the best markets, also electric or compressed air energy can be easily developed and transmitted for motive power, etc., to the numerous steadily growing towns in their vicinity, as well as to the city of Ottawa, which is rapidly developing into a large manufacturing centre. Moreover, the recent developments in connection with electric furnaces, calcium carbide, and the electric energy required for the economical reduction of metallic ores and other industries, with the abundance of phosphates, iron ore, and other valuable minerals, with other crude materials required for a large number of manufacturing purposes, undoubtedly existing throughout the Ottawa Valley, will furnish data well deserving the attention of parties desirous of utilizing this present enormous waste of power.

Suppose we compare the commercial value of water power, as before quoted and under similar climatic conditions, at Lowell, Mass, 4,085 square miles at \$2,787,200, or \$682 per square mile, and Lawrence at \$630 per square mile, with the value of the Ottawa River power, only above the city of

Ottawa, of 43,000 square miles, at say \$600 per square mile, would equal \$25,800,000; or take the available 589,320 horse power, which is still unused, and waiting only for enterprise to develop, within such reasonable distance of the Dominion Capital, at the rate of \$10 per horse power, we have \$5,893,200. This clearly shows that capitalists are not yet fully aware of the great resources of this portion of Canada waiting for development, and cannot understand the reason why some large undertakings have not been commenced before this, because I am informed that the Dominion Government now charge at Lachine \$10 to \$12 for effective horse power per year solely for the limited use of waste water from their canal. And the cost of steam ranges from \$50 to \$75 for one horse power per annum of 3,090 hours, according to quantity used and price of coal; and I am confident if the large water powers of the Ottawa River and tributaries referred to, are economically developed, that abundant quantities of power can be produced and transmitted for miles, at very low and remunerative rates per horse power.

The few illustrations of falls and rapids which accompany this article represent but a very small quota of those designated on the map attached to this publication. However, they may be considered a fair representation by which an idea can be formed of the nature of their numerous sister falls. The owners of these various powers are mostly residents of Ottawa, though some belong to the surrounding country, and are all desirous of encouraging the introduction of capital for the purpose of developing the rich natural resources of the district.

The Secretary of the Ottawa Board of Trade is in a position to furnish to those desirous of obtaining further information, all the necessary details relative to any feature bearing either directly or

indirectly on the questions involved in investigating into the desirability of establishing industries at Ottawa.

OTTAWA, July 1st, 1899.

ROBERT SURTEES.



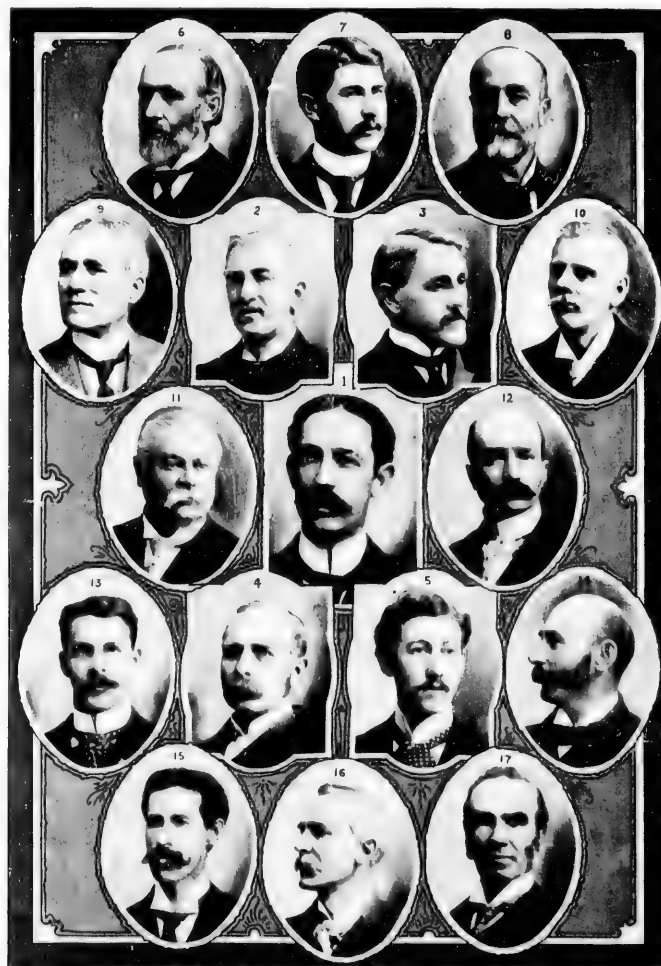
Falls at Calumet near Bryson.
Upper Falls, Almonte (Railway Bridge in distance).
High Falls, on the Lievre (showing Timber Chute).
Middle Falls, Almonte.

Photos by R. B. Whyte.

THE OTTAWA BOARD OF TRADE.

AS in all other important cities, the greatest safeguard we have to our varied and extensive business interests is the Board of Trade. Strange as it may seem, in view of other Boards in larger cities, the interests of the country on questions of national importance have on several

occasions materially benefitted by the prompt and effective measures adopted by the Ottawa Board of Trade. The Board was originally organized and incorporated in 1857, with a membership of 50, but from that time up to 1891 its life received repeated interruptions, with a breathing spell at intervals of from 3 to 10 years.



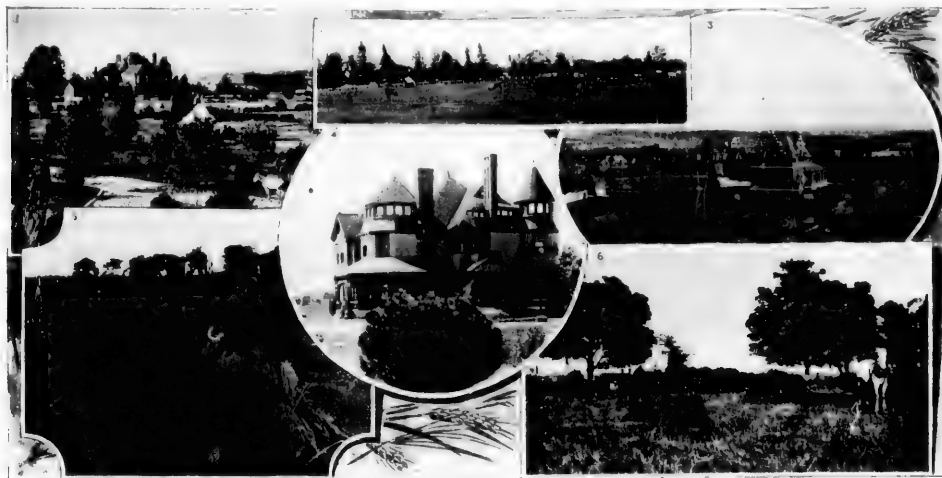
Pittaway Photos.

PRESIDENT AND COUNCIL OTTAWA BOARD OF TRADE—1899.

1. G. F. Henderson, President. 2. John Coates, 1st Vice-President. 3. Thomas Workman, 2nd Vice-President. 4. C. A. Douglas, Treasurer. 5. Cecil Bethune, Secretary. 6. James Ballantyne (J. & T. Ballantyne.) 7. C. Jackson Booth (J. R. Booth.) 8. Geo. Burn, Gen. Man. Bank of Ottawa. 9. A. W. Fleck, Sec.-Treas. C. A. Ry. 10. A. Holland (A. Holland & Son). 11. J. Kavanagh, Merchant. 12. C. Ross (C. Ross Co., Ltd.) 13. G. S. May (Geo. May & Sons). 14. J. W. McRae, Man. Dir. O. E. L. Co. 15. P. D. Ross, Man. Dir. "The Journal." 16. Wm. Scott, Mgr. McKay Milling Co. 17. P. Larmonth, Accountant.

It was not till the month of November of 1891 that a number of prominent business men, alive to the absolute necessity of reorganization, held a

Geo. L. Orme, Crawford Ross, C. C. Ray, P. Baskerville, N. S. Garland, E. A. Selwyn, E. A. Bradbury, A. G. Cole, S. M. Rogers, G. Rowe, R. Gill,



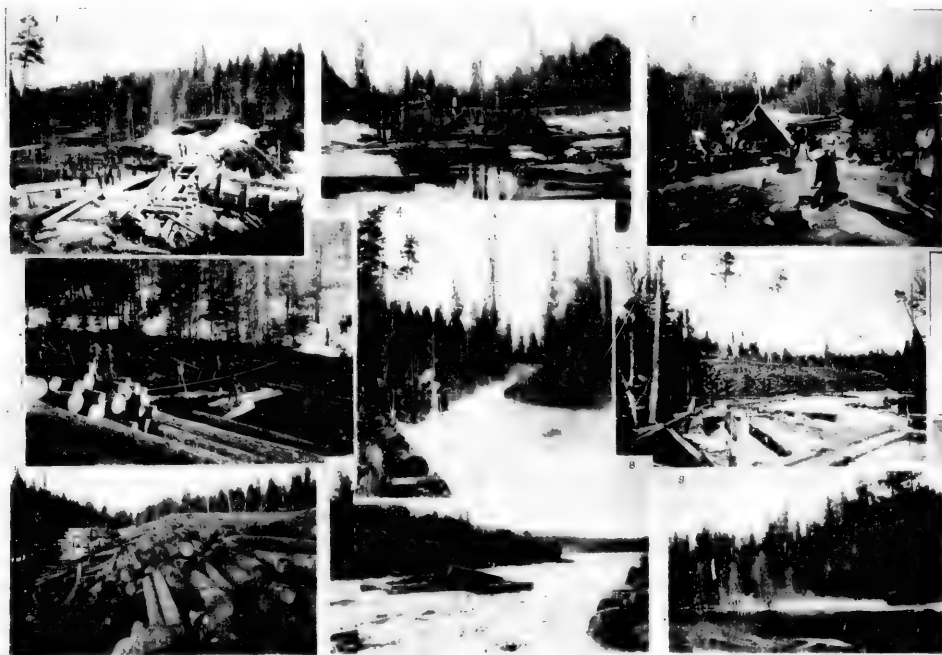
Lancefield Photos.

AGRICULTURAL SCENES AT OTTAWA.

1 and 3. Views of Experimental Farm, Ottawa. 4. Superintendent's Residence. 2, 5 and 6. Harvesting Scenes near Ottawa.

meeting, which was attended by the following gentlemen:—J. M. Garland, Alexander Mutchmor,

J. T. Bartram, B. T. A. Bell, T. Macfarlane, G. S. May, F. Y. Gilliott, F. H. Chrysler, A. Harvey,



Reardon Photos.

SCENES ON FRASER & CO'S TIMBER LIMITS.

No. 1. Driving a Creek that has been "improved." No. 2. Reserve Dam on Creek. No. 3. Breaking a roll way with "dog and line." No. 4. A "Chute." No. 5. Drivers' Camp. No. 6. A Log "Dump." No. 7. A "Dump" of 30,000 Logs. No. 8. A Bad Rapid. No. 9. Creek Driving.

sker-
Brad-
Gill,

Geo. L. Chitty, R. McMorran, Wm. Mason, W. D. Morris, S. T. Cheney, C. H. Carriere, D. O'Connor, Q.C., D. O'Connor, jr., A. McLeod, P. Larmonth, A. MacLean and P. D. Ross.

This meeting resulted in active steps being taken to place the Board on a proper footing. From this date the history of the Ottawa Board of Trade as an active body commences. Each successive year the president and members of the Council have taken a deeper interest in public matters. Since 1897, the year of the incoming of Mr. Crawford Ross as president, the Council of the Board has been occupied with questions of great importance, not only to the Capital but the



ON PARLIAMENT HILL.

Lancefield Photo.

wa.
G. S.
urvey,



Pittaway Photos.

DOMINION RIFLE ASSOCIATION.

1. 600 yds. Range. 2. D.R.A. Camps. 3. Range Officers, '98. 4. Firing from 400 yds. Range. 5. Presentation of Prizes by Gen. Hutton. 6. Shooting for Governor-General's Prize.

and line.

entire Dominion of Canada, and has acquitted itself with no small measure of success, in some instances to the deconcertation of rival Boards. The first, and a most important move, made by the Council of the Board was in the case of the attempt to establish a Dominion Board of Trade to be composed of a proportionate representation from all the Boards of Canada. The primary object was to obtain a combined action to force the satisfactory settlement with the Federal Government of many vexed questions involving business interests, and to deal with general matters of national importance. All the prominent Boards throughout Canada acquiesced in the movement, and a meeting was held in Montreal composed of the Presidents of the Boards of Trade of Montreal, Toronto and Ottawa, for the purpose of discussing the most advisable course to pursue. Shortly afterwards, while the questions involved were still in abeyance, the Montreal Board of Trade took the initiative in asking the Federal Government to appoint a joint arbitration composed of five experts to determine customs valuations for the entire Dominion. Their course was immediately approved, presumably by force of habit than for any other reason, by a large number of the Boards of Trade throughout the country. When brought to the attention of the Council of the Ottawa Board of Trade, however, a more than prefunctionary examination of the question was made, and the scheme of the Montreal Board of Trade was pronounced impracticable. A series of resolutions to this effect were then intro-

duced by the vice-president, Mr. Ross. This stand was accepted when the question was introduced in Parliament, and it was entirely on the arguments advanced by the Ottawa Board of Trade that the proposals of the Montreal Board were rejected. Consequent upon this action, it would seem to a close observer, the Montreal Board, ostensibly on the pretext of the Government refusing to introduce insolvency legislation, withdrew their support to the action of the Ottawa Board concerning the establishing of a Dominion Board of Trade. The loss to the country resulting from the failure to establish a Dominion Board of Trade has since made itself felt in a marked degree. Our general trade relations, particularly with Great Britain, have suffered considerably, owing mainly to the absence of uniform insolvency legislation. This would undoubtedly have been obtained ere this by the united action which would have resulted from the scheme of the Ottawa Board of Trade.

Another matter which is calculated to bring about a great improvement in the affairs of our country to the betterment of the working classes, and for which the Ottawa Board of Trade is entirely responsible, is the matter of technical education. The interest in this question is gradually becoming widespread, and in all probability before very long we will see some system of technical education adopted in Canada, resulting from the commendable efforts which are being put forth by the Council of the Ottawa Board of Trade. The following circular has been addressed to every Board of Trade in the Dominion:—

Sir,—You are doubtless aware that the question of the establishment of Technical Education has become one of national importance. It is generally admitted that if Canada is to hold her own in the great industrial warfare now in progress amongst nations, she must be equipped with the necessary means for training her own population to enter into the arts and manufactures.

The question of Technical Education will most seriously affect the future prosperity of the Dominion. We cannot be called a manufacturing country, for the export of our manufactured products is small in comparison with our imports.

Canada pays millions every year to the superior artists and artisans of other countries, every cent of which represents a foreign tax voluntarily paid in consequence of ignorance and want of skill at home.

We cannot depend on private liberality in this young country, to organize and support an adequate system of Technical Education. The generous provision for all such instruction made by many European countries is regarded as one of the most pressing of public duties, and may be followed by us with profit.

In the United States also, Technical Education has made great strides during the past few years, largely through business organization and private munificence; but the American people have become so aroused to its im-

portance that schools of Technology are springing up in every State of the Union; some by private aid, such as the Philadelphia Textile School; others by Municipal and State aid.

The success attending the efforts of the Toronto



Pittsburg Photos.

OTTAWA BOARD OF TRADE—1899.

1. Thos. Birkett, Thos. Birkett & Co. 2. W. J. Anderson, Mgr. Bank of Montreal. 3. A. Simpson, Mgr. Ontario Bank. 4. D. McLaren, Lumber Merchant. 5. Warren Y. Soper, Ahearn & Soper. 6. C. E. Reid, Hull Lumber Co. 7. R. Gill, Mgr. Bank of Commerce. 8. W. L. Marler, Mgr. Merchants' Bank of Canada. 9. F. W. Avery, Hull Lumber Co. 10. W. H. McAuliffe, Lumber Merchant. 11. M. A. Anderson, Mgr. Union Bank of Canada. 12. T. C. Bate, H. N. Bate & Sons. 13. J. M. Garland, J. M. Garland & Son. 14. Wm. Mackey, Lumber Merchant. 15. C. Magee, President Bank of Ottawa. 16. W. E. Philpotts, Mgr. Bank of British North America. 17. W. L. Green, Mgr. American Bank Note Co. 18. Wm. Hutchison, M.P. 19. J. Gibson, Eclipse Furniture Mfg. Co. 20. D. M. Finnie, Mgr. Bank of Ottawa. 21. J. Sweetland, Sheriff. 22. E. C. Whitney, St. Anthony Lumber Co. 23. J. R. Booth, Lumber Merchant. 24. W. C. Edwards, M.P., W. C. Edwards & Co. 25. A. B. Broderick, Mgr. Molsons Bank. 26. T. Ahearn, Ahearn & Soper.

school and the less pretentious one in Ottawa, is evidence of their necessity, and of the hunger of the people to obtain technical and scientific knowledge. With these facts before us, and realizing the possibilities of our unrivalled natural resources, we believe the time has arrived when an opportunity should be furnished our people to develop the many fields of industry within our borders. This is a matter of trade and commerce, and comes primarily within the scope and action of the Federal Government, just as agriculture is promoted by our Experimental Farms, dairying by our dairy stations, and mining by our Geological Survey.

The object of this circular is to ask the opinion of your Council as to the first step to be taken. We assume, of course, that any system of Technical Education should be National, *i.e.*, aided by the State, as in Germany, France, Switzerland, Belgium, Austria and England. It is felt that no time should be lost in making a beginning. Would your Board therefore approve of a convention of representatives of different Boards of Trade at as early a date as possible,



Pittway Photo.

Metcalfe Street—Looking North.

at, say, Montreal, Toronto, or Ottawa, to discuss and formulate a plan? I have the honor to be, &c.,

ALEX. MACLEAN,

Chairman of Committee.

OTTAWA, MARCH 7, 1899.

CECIL BETHUNE,

Secretary, Ottawa Board of Trade.



A GROUP OF PRIVATE RESIDENCES.

1. E. B. Eddy, Hull, Que. 2. T. Birkett, Metcalfe St. 3. J. de St. D. Lemoine, Wilbrod St. 4. G. W. McCullough, Theodore St
5. E. Seybold, Cartier St. 6. J. A. Cameron, Theodore St. 7. Wm. Mackey, Cooper St. 8. H. N. Rate, Chapel St.
9. John Mather, Theodore St. 10. Wm. H. Davis, Theodore St. 11. John B. Fraser, Cooper St.

As a result of this action the Toronto Board of Trade invited delegates from the various prominent Boards throughout the country for the purpose of discussing the preliminary steps to be taken. Mr. Ross, the representative of the Ottawa Board of Trade at this meeting, explained fully many features of the question which had hitherto not been properly understood. The Minister of Education of the Ontario Government assured the meeting of the entire support that would be given by the Provincial Government to the furtherance of Technical Education. The result of this meeting was the appointing of a committee to enquire into the question fully, and report at an early date. This will, undoubtedly, give an impetus to the movement, and matters will in all likelihood be brought to a satisfactory conclusion at a general convention to be held in Ottawa shortly, to which the Ottawa Board of Trade has invited representatives from the different Boards in Canada.

The membership roll of the Ottawa Board of Trade to-day contains 250 names, and the number is increasing rapidly.



Reardon Photos



Ottawa Electric Ry. - Exterior Car Sheds.
Power House.
Interior Car Sheds.

The Council is composed of a very representative body of business men, well informed, as their actions have proved, on business matters in general, and, furthermore, very active and thorough in their deliberations on all questions.

OTTAWA CHEESE AND BUTTER BOARD.

Established in May, 1898, the Ottawa Cheese and Butter Board has risen to prominence almost from the first hour of its inception. The constant development of the farming industry in the Ottawa Valley made it necessary, in order to protect the farmers' interests in the cheese markets, to pay particular attention to this branch of their industry, and the results could not

possibly be more satisfactory. The prices obtained last year were higher than those paid in any other part of Canada, and the total shipments aggregated \$250,000. This year's sales, so far, show a marked increase over the previous year.



Pittaway Photos.

PROMINENT WHOLESALE AND RETAIL STORES.

1. Geo. May & Sons. 2. Bryson, Graham & Co. 3. L. N. Poulin. 4. Thos. Liggett. 5. G. M. Holbrook. 6. J. M. Garland & Son.
7. C. Ross Co., Limited. 8. John Murphy & Co. 9. R. McGiffin and H. Sims & Co. 10. Thos. Birkett.
11. H. Richard & Co. 12. Butterworth & Co. 13. J. L. Orme & Son.



Pittaway Photos

OTTAWA BOARD OF TRADE 1899.

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|-----------------------|-------------------------|------------------------|-------------------|--------------------------|
| 1. E. W. Morrison. | 11. G. B. Greene. | 22. T. Kenny. | 33. W. H. Lee. | 44. B. Slattery |
| 2. C. B. Powell. | 12. J. R. Reid. | 23. T. Lindsay. | 34. R. Surtees. | 45. E. Seybold. |
| 3. G. C. Edwards. | 13. S. Ogilvy. | 24. M. L. A. Lovekin. | 35. M. C. Edey. | 46. N. A. Belcourt, M.P. |
| 4. W. D. Morris. | 14. J. F. Booth. | 25. Lt.-Col. W. White. | 36. J. E. Walsh. | 47. E. L. Horwood. |
| 5. A. W. Fraser. | 15. P. H. Chabot. | 26. P. Baskerville. | 37. D. O'Connor. | 48. D. H. Hudson. |
| 6. E. C. Arnoldi. | 16. A. Maclean. | 27. F. X. St. Jacques. | 38. W. D. Hogg. | 49. F. W. Carling. |
| 7. E. S. Leatham. | 17. G. L. Orme. | 28. A. Mortimer. | 39. R. Stewart. | 50. W. M. Southam. |
| 8. C. A. Butterworth. | 18. W. G. Black. | 29. N. S. Garland. | 40. C. Bryson. | 51. F. Bishop. |
| 9. J. McKinley. | 19. W. J. Poupore, M.P. | 30. John Heney. | 41. G. P. Brophy. | 52. R. T. Shillington. |
| 10. C. J. Smith. | 20. W. Borthwick. | 31. E. Wallace. | 42. J. R. Allan. | 53. C. A. Olmsted. |
| | 21. E. McMahon. | 32. D. R. Street. | 43. J. A. Bryson. | |



Pittman Photos.

OTTAWA BOARD OF TRADE--1899.

- | | | | | |
|------------------------|---------------------|----------------------|---------------------|----------------------|
| 1. J. T. Lewis. | 12. S. McClenaghan. | 23. P. Hennigan. | 34. T. H. Flett. | 45. C. Mohr. |
| 2. E. R. McNeill. | 13. R. W. Shannon. | 24. G. L. Blatch. | 35. G. M. Bayly. | 46. C. B. Taggart. |
| 3. B. Rothwell. | 14. S. M. Rogers. | 25. P. Whelan. | 36. A. E. Bradbury. | 47. F. J. Alexander. |
| 4. F. R. Latchford. | 15. W. G. Hurdman. | 26. J. S. Durie. | 37. L. N. Poulin. | 48. J. A. Parr. |
| 5. D. O'Connor, jr. | 16. J. J. Heney. | 27. A. Rosenthal. | 38. G. W. H. Watts. | 49. W. T. Mason. |
| 6. J. R. McNeil. | 17. James Mather. | 28. H. F. McCarthy. | 39. W. R. Stroud. | 50. G. Deering. |
| 7. N. C. Sparks. | 18. A. H. Rowley. | 29. H. A. F. McLeod. | 40. W. Strachan. | 51. R. M. McMorran. |
| 8. S. Gamble. | 19. H. Mooney. | 30. A. G. Pittaway. | 41. H. H. Lang. | 52. C. H. Carriere. |
| 9. J. C. Inlay. | 20. J. Allan. | 31. F. Cook. | 42. R. B. Matheson. | 53. T. W. Hunt. |
| 10. C. Stratton. | 21. J. A. Musgrove. | 32. J. G. Poupore. | 43. W. J. Best. | 54. C. H. Thorburn. |
| 11. J. A. D. Holbrook. | 22. Wm. Howe. | 33. J. Fotheringham. | 44. R. McGiffin. | 55. Chas. O'Connor. |

OUR EDUCATIONAL INSTITUTIONS.

FROM an educational standpoint, the Capital occupies a foremost position amongst Canadian cities. This does not apply solely to any one particular class of education, but to our institutions in general, which cover every approved branch of learning in vogue at the present time in other large cities. Outside of Montreal and Toronto,



Jarvis Photo. Ottawa University - Front View of Main Buildings.

the seats of our great, we may say world-famed, Universities of McGill, Osgoode Hall and Laval, there is, unquestionably, no city in Canada with such complete and extensive systems of education as we possess in Ottawa.

To-day the Capital is the seat of a University with "Faculties" in every branch of learning, and power to confer degrees, and her Alumni rank amongst the first scholars of the land. A Normal School is also seated at Ottawa and, under the direction of the learned Dr. McCabe and an efficient staff, sends out annually well-trained men and women to take in hand the task of training the young in the schools of the Province. All the necessary machinery for the maintenance of minor educational establishments, from the Collegiate to the Kindergarten, is in full and effective operation. There is also in the city a branch Convent of the famous institution founded in the 17th Century by devoted women from Old France, and known as the Congregation of Notre Dame of Montreal. The Grey Nuns also and the ladies of the Sacred Heart Convent conduct kindred institutions on an elaborate scale. The Church of England has a Ladies' school incorporated under the charge of the Kilburn Sisters, and the Church of Scotland a correspondingly important establishment. There are a large number of important private schools, such as Miss

Harmon's for young ladies, business colleges, colleges of music, &c., &c., all of which play an important part in educating the youth of the city and adjacent country.

OTTAWA UNIVERSITY.

As our foremost educational institution, we have every reason, irrespective of creed, to be proud of the famous University of Ottawa. For many years past this institution has brought honors to our city in many different ways. From an educational standpoint, it must be admitted that it holds its own with the other Universities of Canada. Incorporated as a college as early as 1849, it has counted amongst its students such eminent men as the present Archbishop of Ottawa, the Bishop of Alexandria and many other men now prominent in the political and business life of our country. Originally named the College of Ottawa, it became a University by Act of Parliament in 1866, and was raised to the rank of a Catholic University by Leo XIII. in 1889. As now constituted, the University of Ottawa has powers to confer degrees in theology, philosophy, law, medicine, arts, music, science and civil engineering, and these studies constitute its several departments, which embrace six different courses. The study of mathematics particularly, and every other branch important to the training of the scholar in fitting



Jarvis Photo. Ottawa University - New Juniorate Building.

him for his future career, is inculcated more or less in every course. One of the important features to be found in the various studies at Ottawa University is its commercial course of from one to three years

duration. Owing to the great need of practical business education to-day, particular care is paid to this branch of studies. The student is specially trained for business by being brought into actual contact with the every day transactions of banking institutions, mercantile houses and in fact every important detail of business life.

The course of philosophy occupies two years, the first of which includes intellectual philosophy, political economy, mechanics, physics and mathematics. In the second year several studies of the previous year are continued in higher grades, including a study of such subjects as the history of ancient and modern scholastic and contemporaneous philosophy, besides frequent lectures in both years on philosophical and literary subjects. Law students at the completion of their course may compete for the degree of Bachelor of Laws, the degree of LL.D. being conferred *honoris causa* only authorized by a



Jarvis Photo.

Ottawa University—Chemical Laboratory.

resolution of the University Senate. The scientific course is completed in three years, and includes the study of practical chemistry, quantitative and qualitative analysis, mineralogy and physics. There is a civil engineering course of two years' length, embracing the study of mathematics, practical surveying, drawing, physics, chemistry and mineralogy.

The Arts course, as in other institutions of higher learning, covers four years, and there is a preparatory course of three years, during which the younger students are fitted for matriculation in the course of arts.

A monthly publication, for many years called "The Owl," but recently changed to "The Review," published by the students, enjoys a large circulation and reflects undeniable credit on the University.

The attendance is very large, averaging about 500, and students come from every direction in Canada, and a large number from American cities and from even remote parts of the United States.



Jarvis Photo., Ottawa University—Reading Room.

A new science building is in course of erection, at a cost of \$50,000, directly opposite the main buildings of the University, to afford additional room for the constantly increasing attendance of students.

As in all other colleges and universities, the physical training of the students receives every attention. For many years past the exploits, on the field of sport, of the "Garnet and Grey" have been eminently gratifying. Their trophies are numerous and costly, and represent many a hard fought battle. As the Canadian champions of football they were for many years, and are to-day, almost invincible.

The College gymnasium is one of the finest in Canada, and the students have the advantage of their own handsome private grounds within a hundred yards of the University.

A first-class bicycle track has recently been



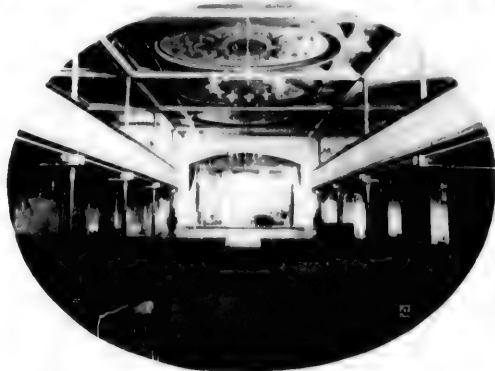
Jarvis Photo.

Ottawa University—Interior of Chapel.

added to these grounds, and a new grand stand erected to better accommodate the crowds of admirers who invariably witness their contests.

THE NORMAL SCHOOL.

To have a permanent licence to teach in a public school in Ontario, it is necessary to obtain at least a second-class certificate. This certificate can be



Jurila Photo. Ottawa University—Academic Hall.

secured only by teachers who have attended one of the Normal schools, and passed the necessary examinations, during and at the close of the session. These examinations are both written and practical.

Two Normal schools with model or practice schools, and kindergarten schools as adjuncts, have been established, one in Toronto and one in Ottawa. It is expected that next year a third will be opened in London.

The Ottawa Normal School was formally opened, under its present principal, Dr. J. A. MacCabe, on the 15th September, 1875.

There are two sessions each year, and only those students are admitted who have passed the High School junior leaving examination, and who have,



Pittaway Photo. Collegiate Institute.

as certified by the inspector under whom they served, taught successfully at least one year as third

class teachers. Many students, however, have taught two, three or even more years, before being admitted to the Normal School. An entrance examination on certain subjects presented as a preparatory "reading course" must be passed by each student.

The subjects of "professional" students taken up during the session are the following: History of education, psychology and science of education, school organization and management, methods of teaching English, mathematics and science. Besides these the students take a course in hygiene, agriculture, elocution, drawing, writing, music, drill and calisthenics—the ladies a course in domestic science.

The work of the pupils of the Model School is in harmony with that of the ordinary public schools, and several of the early weeks of each session are partly employed by the Normal School students in observing the teaching done by the regular Model School teachers; and then discussing these lessons with the Normal School masters. Later in the



Ja via Photo. Normal School—Front View.

session the students are required to take sole charge of the Model School classes, under the immediate direction and criticism of the Model and Normal School staff. There the students put into practice the instruction given in the lectures from the masters of the Normal School on psychology, the science and history of education, and how to apply the principles of pedagogy to the methods of instruction peculiar to each branch of study.

A young lady who desires to become a regular teacher in a kindergarten school must take one year's training at any local kindergarten school, which has been established by the Public School Board. After the year's training, an examination must be passed, conducted by the education department, but the certificate gained qualifies to teach only as an assistant. The holder of such a certificate becomes, however, eligible to attend either of the Normal Kindergartens at Toronto or Ottawa, and a year's additional course there is required in order to obtain a certificate as director. This certificate qualifies for taking charge of any kindergarten established by a board of public schools.

The attendance at the Ottawa Normal School for the present session is one hundred and twelve, with the following proportion of males and females: Males, thirty; females, eighty-two.

During its twenty-four years' existence, nearly five thousand students have been trained in its classes.

OTTAWA COLLEGIATE INSTITUTE.

This school, acknowledged to be the leading secondary educational institution in Eastern Ontario, was established in 1843 under the name of the Grammar School, and was raised to the rank of a Collegiate Institute in 1872.

The curriculum embraces the following departments:—(1) Classics, including Greek and Latin; (2) Mathematics, including arithmetic, algebra, geometry and trigonometry; (3) Modern Languages, including French and German; (4) English, including literature, composition, grammar and rhetoric, history and geography; (5) Science, including botany, physics, chemistry and biology; (6) A Commercial Department, including writing, drawing, book-keeping and stenography.

Teachers specially qualified by scholarship, ability, and experience, are in charge of the several departments of the curriculum, so that with earnest, faithful work on the part of the students, success



PROMINENT EDUCATIONAL ESTABLISHMENTS

1. Rideau Street Convent (R.C.). 2. Sussex Street Convent (R.C.). 3. Miss Harmon's School for Young Ladies. 4. George Street Public School. 5. Gloucester Street Convent (R.C.). 6. Elgin Street Public School. 7. Presbyterian Ladies' College. 8. Central West Public School. The Public Schools shown on the above group are a fair representation of the schools of the city—Thirty in all—of which 20 are Protestant and 10 Catholic.

The Institute receives boys and girls who have passed the entrance examination, and imparts to them a thorough training, which prepares them for business, industrial, or professional life. Three classes of pupils, in large numbers, avail themselves of the training imparted in the Institute: (1) Those who desire a more thorough and extensive English and commercial education than can be obtained in the public schools; (2) those who wish to prepare for any of the examinations prescribed by the Education Department for teachers; (3) those whose object is to enter any of the Universities in the faculties of arts, law, medicine, or divinity.

can always be secured. For 35 out of the 56 years of the school's history, the present Principal, Mr. Macmillan, has been identified with the work of the school.

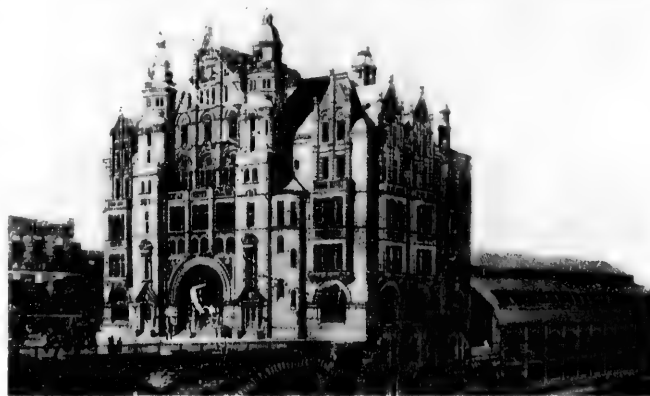
In 1864, when Principal Macmillan began his high school work, the teaching staff of the school consisted only of two. The number of teachers now on the staff is twelve. The attendance ranges from 300 to 400. The large majority of the pupils come from the public schools of the city and from the County of Carleton, but the Institute has always had representatives from the different counties in Eastern Ontario.

OUR RAILWAYS AND SHIPPING FACILITIES.

IN dwelling upon the many advantages we have to offer to capitalists relative to the establishing of manufactories at Ottawa—advantages which cannot be gainsayed—we take great pride in dealing with our railways and shipping facilities. The City of Ottawa possesses more direct shipping connections—comparatively speaking—than perhaps any other city in America. This is a broad statement, but is borne out by facts. We have two waterways, the Rideau Canal and the Ottawa River, both connecting direct with Montreal, as well as many intermediate points. Of our railways, the most important is the

CANADA ATLANTIC RAILWAY

which at present includes the Ottawa, Arnprior & Parry Sound Railway, under the one name. The latter railway, though always under the same management, was heretofore conducted and known to the public under its own name. The main line of the Canada Atlantic Railway connects Ottawa with Montreal, a distance of 117 miles, making the run in 2½ hours. The line was commenced in 1872 by the Montreal and City of Ottawa Junction Railway Co., to run from Ottawa to Coteau. Very little work was done up to 1881, when it was taken up by Mr. J. R. Booth, and completed in the following year,



C. A. Ry. New Central Depot to be Erected Shortly.



C. J. SMITH,
General Traffic Manager.

1882. The Eastern Division, from Valleyfield to Lacolle, on the Richelieu River near Rouse's Point—a distance of 50 miles—was constructed in 1883-84. In the same year a steam car-ferry was inaugurated between Coteau and Valleyfield. This ferry, however, was found inadequate, and was replaced in 1890 by a magnificent steel bridge at a cost to the company

of 1½ million dollars. This line was further extended in 1897 from Lacolle Junction to Swanton, Vt., on the American side, necessitating the building of a bridge over the Richelieu River, the cost of which aggregated some \$500,000. This extension has provided valuable connections with the Boston & Maine and Central Vermont Railways, giving a through service to New York with a saving in time of at least two hours, as compared with all other lines. For a number of years the question of attracting



A. W. FLECK,
Secretary-Treasurer.

to our Canadian ports trade from Chicago and Duluth, the great grain centres of the United States, has engaged the attention of all the large companies identified with the shipping interests of Canada. It was left, however, for a resident of Ottawa in the person of J. R. Booth to establish and put into active operation the connecting link, the vast importance of which to

the general interests of Canada is at present beyond conception. There can be no question but that this enterprise conceived by him and successfully carried into operation, will have the effect of giving Mr. Booth a foremost place in the history of the commercial growth of Canada. On the American side Buffalo is the entrepot through which passes



J. E. WALSH,
Asst. Gen. Pass. Agent.

the grain of the North-West to Liverpool via New York. The distance from Chicago to Liverpool, as shown by the table below, is 4,329 miles, that of Duluth to Liverpool 4,425 miles. The same table shows the distance from Chicago and Duluth via Depot Harbor and Montreal to Liverpool, a difference, in both cases, of many hundred miles in favor of the latter routes. This difference is sufficient to eventually divert a large portion of the trade to our Canadian ports.



M. DONALDSON,
General Superintendent.



C. A. Ry.—Depot Harbor Elevator. Capacity, 1 1/4 Million Bushels.

TABLE OF COMPARATIVE DISTANCES.

	From Duluth, Miles.	From Chicago, Miles.
Chicago to Buffalo	985	589 1/2
Duluth to Buffalo	400	400
Buffalo to New York	3,040	3,040
New York to Liverpool	4,425	4,329
Chicago to Depot Harbor	624	486
Duluth to do	379	379
Depot Harbor to Montreal	2,810	2,810
Montreal to Liverpool	3,813	3,675
Advantage in distance from Chicago to Liverpool via Montreal	612	654
Do. from Duluth to Liverpool via Montreal.		



C. A. Ry.—Rainy Lake, Algonquin Park.

The division of the C. A. Ry.—better known as the Ottawa, Arnprior & Parry Sound Railway—which connects Ottawa with the Georgian Bay at Depot Harbor, a distance of 264 miles, was commenced in 1891, and completed in 1897.

Under the name of the Canada Atlantic Transit Co., incorporated in 1898, the C. A. Ry. operate on the great lakes a fleet of five steel-clad steamships of 3,300 ton capacity each. These steamships carry shipments of grain and general freight from Chicago, Duluth and Milwaukee to Depot Harbor, where connection is made with the Canada Atlantic Railway direct to Montreal. Large grain elevators and warehouses are maintained by the company at all these points. At



G. A. MOUNTAIN,
Chief Engineer.



C. A. Ry.—Coteau Elevator. Capacity, 500,000 Bushels.

Coteau, where elevators and warehouses are also maintained, the freight is transferred direct to the steamships in Montreal harbor by the fleet of 35 barges and floating elevators operated by the company. The effect this new line has already had on the shipping trade is marvellous, though but a reflection of what it will become later on. In 1898 the grain shipments from the port of Montreal were increased by 13 million bushels, of which 11 million bushels were carried by the Canada Atlantic Railway. An important feature of this line has been the effect it has had in opening up the rich country through



C. A. Ry.—Unloading Grain from one of Co.'s Steamships at Depot Harbor.

which it passes. Some of the very best farm lands in Ontario are to be found in this district, and settlers are going in rapidly, owing to the advantages afforded them by the railway. This line also



Lancefield Photo.

C. A. Ry.—Interior Pullman Car.

passes through the Algonquin National Park, a reserve of over 2,000 square miles, set apart by the Ontario Government for all time to come "for the benefit and enjoyment of the public." This magnificent park lies between the Georgian Bay and the Ottawa River, and is one of the most remarkable regions of lake and stream, primeval forest and rock that can be found anywhere. It is a large game preserve, a fisherman's paradise, a source of water supply, a field for re-forestry operations, and a natural sanitarium. Fully fifty per cent. of its surface is said to be water, and it is estimated that there are about 1,000 beautiful lakes and lakelets within its boundaries. The illustrated folder issued by the company, which can be easily obtained on application, describes fully the many remarkable features of this park, which is undoubtedly destined to be-



Lancefield Photo.

C. A. Ry. — Bridge Across St. Lawrence River at Coteau.

come one of the shooting and fishing resorts the most frequented by tourists probably in America.

Speaking of the park, the *Buffalo Enquirer* of June 27, 1898, has the following:—

"Great Game Park: Canada has one of the finest in North America; Streams full of Trout; Two weeks spent in the Algonquin Preserve by Dr. H. R. McMichael.

"Dr. H. R. McMichael, of No. 13 Oxford Ave., returned on Thursday last from a two weeks' trout fishing trip in the Algonquin National Park, Ontario. He and his party with their guides were in the park for two weeks, and in their travels covered a distance of about 120 miles. 'We began our trip by

water in Canoe Lake,' says Dr. McMichael. 'From that point our route was as follows: To Joe Lake, Island Lake, Otter Slide Lake, White Trout Lake, Long Lake, Red Pine Lake, Burnt Lake, Perley Lake, Catfish Lake and to Cedar Lake, where we turned and went back to White Fish Lake. * * * At Otter Slide Lake, on the way in, we reached the waters of the Petewawa River, which is a large stream and flows through a number of lakes. About four miles from the point where the river enters Cedar Lake it flows over a falls that are about fifty feet high. From the falls to the lake the river is a whirling rapids. The trip was made in canoes. Over the route we went there are about twenty-four places where we had to carry our canoes, provisions and outfit overland. None of these portages are very long. They average one-third of a mile.' Dr. McMichael then gives the regulations of the park, and states: 'There are lots of deer, moose and bear in the park. We saw two moose, fifteen deer and four bears. The deer and moose are not at all wild. They seem to know that they are under the protection of the Government, and it is not hard to get near enough to them to make photographs of them. The park is the paradise of the

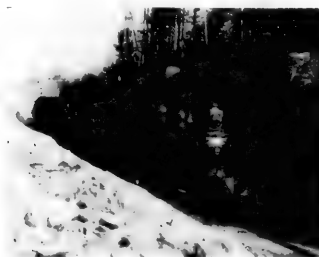


Lancefield Photo.

C. A. Ry.—Interior Dining Car,

the canoeist and fisherman, but it is undoubtedly destined to be the best camping, canoeing and fishing grounds in Canada. Combining as it does, health, recreation, etc., it has been well termed the "roof of Ontario."

The passenger service on all the lines of the Canada Atlantic Railway is an entirely efficient one and well conducted. Mr. Chamberlin, the General Manager of the company, is too well known as one of the most capable railway men in Canada to require to be written of further, and all the other



Lancefield Photo.

C. A. Ry.—Wilno Pass.

officials of the Canada Atlantic Railway are energetic young men trained in the school of to-day, understanding fully the best interests of the company and the requirements of the public.

CANADIAN PACIFIC RAILWAY.

By the lines of the Canadian Pacific Railway, which stretch out from Ottawa in several directions, every important point in Canada and the United States is conveniently reached.

Ottawa is connected with Montreal by the company's roads that parallel both banks of the Ottawa River. The new Short Line on the Ontario side which passes Caledonia Springs, a noted health resort, reduces the time between the two Capitals to less than $2\frac{1}{2}$ hours by its fast express trains. The company's line on the eastern or Quebec bank touches several towns from which easy access is gained to the celebrated fishing waters of the Laurentians, and from Ste. Therese the Labelle branch of the C. P. R. penetrates these picturesque hills for over a hundred miles. Another line runs from Ottawa to Toronto, the Capital of Ontario, with branches to Prescott and Brockville on the St. Lawrence River, where again connecting American roads are met.

Within short distance of Ottawa are the great fishing waters and shooting grounds for which the Upper Ottawa is noted. Amongst these is the Temiscaming country, reached by the Canadian Pacific



H. B. SPENCER,
Div. Superintendent, C.P. Ry.



C. P. Ry.—Bridge at Vaudreuil,
Short Line Between Ottawa and Montreal.

Railway, which although but as yet little known, is destined to become a favorite resort for tourists and a rendezvous for anglers and hunters, for nowhere are greater opportunities for sport offered than in its virgin wilds.

OTTAWA AND NEW YORK RAILWAY.

The last, and one of the most important, railways to come into existence is the Ottawa and New York line, which was commenced in the summer

of 1897. The building of this road is the outcome of the growing trade between Ottawa and the principal points in Ontario. It will also give us quick connection with New York and the American market, a very important feature, and one calculated to advance the general interests of the city and assist in developing our manufacturing industries. Work was commenced in the summer of 1897, and the line has been in operation between Ottawa and Cornwall since July, 1898. The bridge now in course of erection over the St. Lawrence River at Cornwall, at a cost to the company of \$1,000,000, will be the connecting link which will enable a through service to be established to New York. This is anticipated by the management of the company to take place in the fall of this year, by which time the construction of the line will be completed. The time between Ottawa and New York will be shortened by four hours, a considerable saving on a short run, and the service will be in every respect a very efficient one. The business of the company is growing rapidly, and by the time the road is



C. P. Ry.—Bridge Over Ottawa River.

fully completed, will have assumed large proportions. Connection is made with the Grand Trunk System at Cornwall, giving us direct access to many important points hitherto only reached by circuitous routes.

Mr. Henry W. Gays, the recently appointed general manager, is a railroad man of 25 years' experience, connected at different times with some of the foremost lines in the United States. The president, Mr. C. B. Hibbard, is also widely known in railway circles, and a man who understands thoroughly the requirements of this important line. The head office of the company is at Ottawa, where business

is transacted for the entire road. A branch office is maintained at New York and another at Cornwall.



H. W. GAYS,
Gen. Mgr., O. & N. Y. Ry.

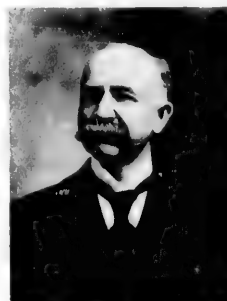
OTTAWA AND GATINEAU RAILWAY.

The Ottawa and Gatineau, which runs from Ottawa to Gracefield, sixty miles north, was completed some four years to its present temporary terminus. It is the intention, however, in the near future to continue the line on to Maniwaki, some twenty-eight miles farther on, which will be its permanent terminus, although the charter extends to James Bay, and we may see trains running through to that point at some future date.

The country through which the line extends and will continue through, is noted as one of the greatest lumbering districts and one of the richest mineral sections in North America. For years past the lumberman's axe has been busy at work throughout this vast region, and millions of logs have been brought down the Gatineau river and its tributaries by some of the largest lumber firms in the country. It is only a question of time when large saw mills will be built throughout these

hear of very rich strikes.

For sportsmen and tourists this beautiful region is fast becoming favorite ground. The excellent hunting and fishing, pure air and beautiful scenery speaking for themselves. It is the home of the black bass and trout, both speckled and grey. The bass lakes and trout lakes and streams almost covering the country, for you are hardly ever out of sight in some sections of a lake or stream, and they are all good fishing waters, equal to any in America. It is nothing for a single rod to take from fifty to a hundred pounds of bass



H. J. BEEMER
President, O. & G. Ry.



O. & G. Ry.—Interprovincial Bridge at Ottawa—under Construction.

limits, and the lumber sawn right on the ground and shipped all rail instead of what has been done in the past—float the logs to Ottawa and cut there.

As to minerals, the Gatineau is indeed rich.

in a day—and beauties, too—they run up as high as six and a half pounds. The hunting is equal in every way to the fishing, red deer, bear, and partidge, duck, &c., being very plentiful. The red



Bridge at Maniwaki—Future Terminus O. & G. Ry.

The line extends right through the heart of the Laurentian mountains, almost every foot, we might say, of which is rich with mineral deposits. The mica, asbestos, iron, and other mines, being known throughout the country as very rich indeed. The future prospects for mining in the Gatineau hills are very bright, and we shall not be surprised to



O. & G. Ry.—Rock Cut.

deer especially so, the country being fairly alive with them. They seem to be increasing during the past few years if anything. Moose and Caribou may also be got by going in about twenty-five miles from terminus of line.

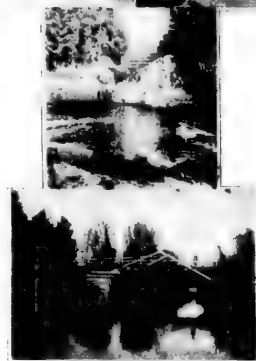
PONTIAC PACIFIC JUNCTION RAILWAY.

The Pontiac Pacific Junction Railway, built



some fifteen years ago, runs north west from Ottawa following along the Ottawa river for seventy miles to Waltham, its present terminus, opposite Pembroke. It is the intention, however, to bridge the river and make Pembroke the headquarters. This line extends through a magnificent farming country. A large quantity of grain and other produce is shipped from different points every year, there being ten grain elevators situated at different points along the line. This district, like its sister, the Gatineau, is rich in mineral, the galena, mica and other mines being numerous, especially the galena, on Calumet Island, opposite Campbell's Bay, a station on this railway. The mines there are very rich indeed, and already a large amount of ore has been taken out and shipped.

The rich mineral deposits which exist all through this country, will no doubt materially assist in its development. In many instances mines having valuable deposits cannot be operated owing to the matter of expense, which necessarily plays an important part in working them satisfactorily. The high cost of smelting under the present systems renders their development impracticable, that is in the majority of cases. This difficulty, however, can be overcome.



Views on P. P. J. and O. & G. Rys.

naces for smelting purposes is recognized as probably the very best process available to-day. Above all, the small cost attached to operating mines in this manner renders an additional value to the process. It is undoubtedly worthy the close attention of capitalists to further enquire into the matter of operating these mines by utilizing the natural water power of the Ottawa Valley.

As a sporting territory the Pontiac is the equal of the Gatineau, it being practically a continuation west of the same country. The lakes are numerous and well stocked, and the hunting is "par excellence"—the sportsman's delight. As a sporting and tourist country we would equally recommend the Pontiac with the Gatineau.

The marketable value of these deposits is unquestionable, provided of course the expense in handling the ore can be brought within a reasonable figure. The cost of transportation, which would otherwise play an important part, is, owing to the cheap shipping rates over our water-ways, practically at a minimum. The entire difficulty rests with the cost of working the mines, which can be overcome by having recourse to the water powers to be found in every locality where these mines are located, for the purpose of generating electricity. The utilization of electrical furnaces



P. W. RESSEMAN
General Superintendent,
O. & G. and P. P. J. Ry.



H. L. MALTBY
Secretary-Treasurer,
O. & G. and P. P. J. Ry.



Maniwaki (Desert)—Future Terminus of O. & G. Ry.

THE GATINEAU—OTTAWA VALLEY.

CANADA'S FINEST SPORTING TERRITORY.

In the course of the last few years the travel which has been diverted to the Gatineau of tourists and sportsmen from all parts of America is pheno-

deal. There are many renowned resorts in Canada and the United States, but we can safely say that none offer the same variety of sport—not to speak of the beauties of the lakes and rivers, forests and streams—to be found in the Gatineau. To the sportsman this country is a veritable paradise, nor



Along the Line of the Ottawa and Gatineau Railway.

menal. Since the opening up of this country by the Ottawa and Gatineau and the Pontiac and Pacific Junction Railways its reputation for sport of every variety has spread far and wide. The close proximity to Ottawa, which makes it so easy of access from all points, has certainly done much towards encouraging tourists to visit it, but the main reason of its enjoying so much popularity is the fact that it bears out fully the most glowing accounts that are constantly being published, and this is certainly saying a great

deal. The sport available is not confined to any particular species, nor to any particular locality, but is of every description, and abounds on all sides from one end of the valley to the other.



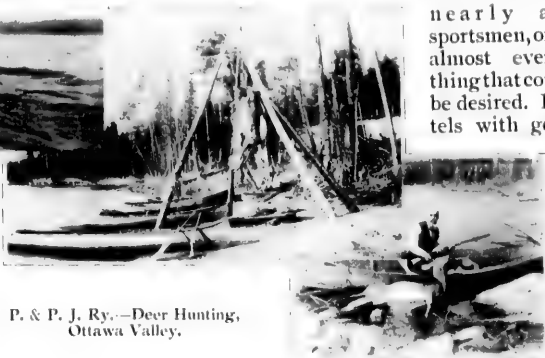
Scenes on the Ottawa and Gatineau Railway.

As a rule there are two kinds of sportsmen : the one who hunts first and goes home afterwards, and the one who reverses this order of things. The former finds no inconvenience in entering practically unexplored tracts in search of his prey, whereas the latter is discouraged, or even disgusted, at little or nothing.

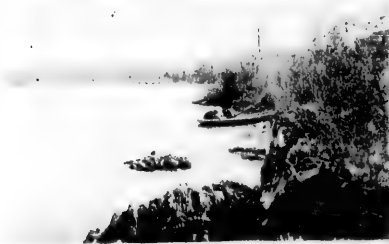
Your true sportsman enjoys himself probably more than any other human being. To him the difficulties of the chase form one of its greatest attractions, and he would not thank you to relieve him of any of them. If when hunting he is close on the scent, he may go hours without giving a thought to either food or rest. He has but the one object before him, and pursues it to the end—whether it be bitter or sweet. When fishing a great change takes place in him, he can be as patient as Job. Though in many respects he is a careless man, the dexterity and mathematical precision with which he lands a "speckled beauty" from the turbulent waters of a fast

running brook would puzzle a Chinese expert. The life of a keen amateur sportsman (who might belong to any walk in life) is undoubtedly an enjoyable as well as an exceedingly healthy one. In the attractions the Gatineau has to offer can be found keen amusement for every class of sportsmen. The

existing conveniences with regard to the proper accommodation which enter into the calculations of nearly all sportsmen, offer almost everything that could be desired. Hotels with good



P. & P. J. Ry.—Deer Hunting, Ottawa Valley.

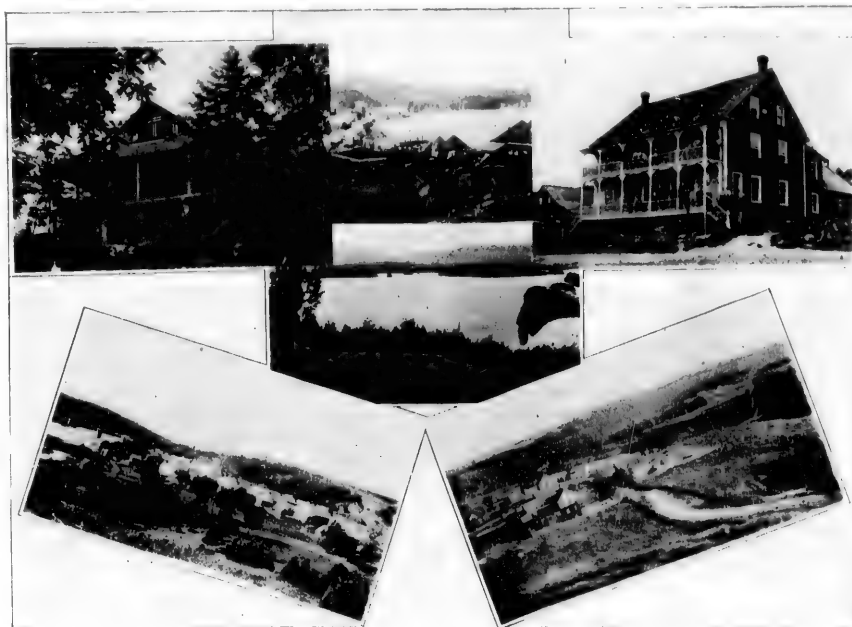


O. & G. Ry.—Scenes in the Gatineau—Ottawa Valley.

accommodation are to be found in every district. The rates are reasonable, and few, if any, inconveniences are to be met with. There are a number of pretty villages, populated during the summer months mostly by residents of Ottawa, many of whom have built substantial cottages. Sailing, boating and canoeing are much indulged in, and not confined to any particular district. The lakes and rivers are innumerable, and the scenery very pretty in consequence. All along the Gatineau River, as well as its tributaries, the falls and rapids to be met with at every turn add greatly to the beauty of the surroundings. There is considerable life in these districts while the shooting and fishing seasons are on. Sportsmen have the advantage of being able to return to the Capital at any time without seriously in-

terfering with their sport. The service on both rail-ways to and from all points along the routes is rapid, and enables one to transfer to a new scene of operation with little or no trouble. Commutation trip tickets are issued by the company every year,

necessary information relative to the provincial game laws. These publications invariably contain illustrations in half-tone engravings of fishing and shooting scenes of considerable interest. They can be had by applying to the company's head office

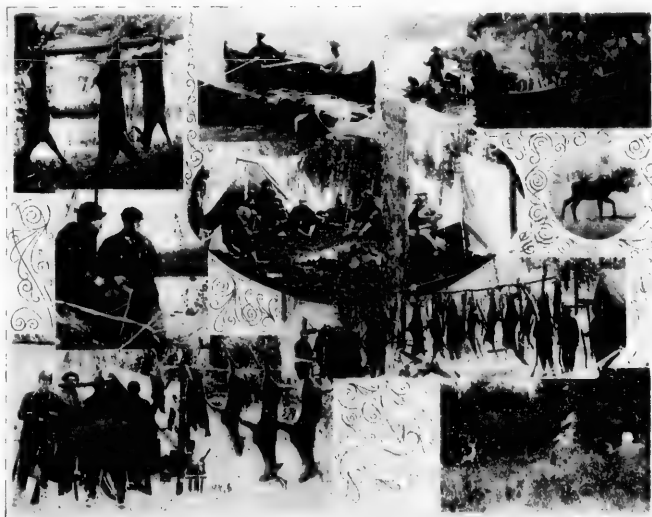


Resorts in the Gatineau and Pontiac Districts—Ottawa Valley.

reducing the expense of travelling to a minimum. This has the effect of bringing out constantly a great number of residents of Ottawa. As a health resort the Gatineau is unsurpassed. The air is pure and invigorating, the temperature even, and the weather reliable; the valley being protected from sudden changes. To sum up, the Gatineau—from every standpoint—is a resort of the first order. It is becoming better known every year, the glowing accounts of those who have paid it a visit acting as an incentive to those who have hitherto neglected to avail themselves of the beauties of its meadows and lakes, or the sport in its streams and forests.

For the convenience of the general public, the management of the Ottawa and Gatineau and Pontiac Pacific Junction Railways issue yearly a very handsome illustrated booklet, describing fully the various districts of the Gatineau Valley, together with all the

at Ottawa, where any further information that may be desired is cheerfully given.



Sporting Scenes in the Gatineau and Pontiac Districts—Ottawa Valley.

INTERCOLONIAL RAILWAY.

The history of the Intercolonial Railway is interwoven with the story of Canadian Confederation, in the accomplishment of which it was an important factor in respect to Quebec and the Maritime Provinces. The original idea was a line to connect Halifax with Quebec city, and when Confederation became an accomplished fact, the portions of the line already built by the provincial governments in Nova Scotia and New Brunswick became parts of the system. Nine years later, in 1876, the line was completed to Riviere du Loup, the Grand Trunk Railway having previously built from Levis to the latter point, and thus the Intercolonial Railway, as originally proposed, was completed. The total length of line was then about 782 miles. The admission of Prince Edward Island to the Federal union subsequently added the railway of that province to the system, while later the acquisition of the Nova Scotia line to the Strait of Canso, and the construction of the Cape Breton Railway very materially increased the length and importance of the Intercolonial. In 1897 the Intercolonial was extended from Quebec to Montreal by the short line, so that the system of the present day has a length of about 1,550 miles, or

great tourist country of Canada. In this are included the famous salmon and trout streams, the equally famed game regions of New Brunswick, the seaside and other summer resorts of all the Maritime Provinces, and such ideal places as Prince Edward Island and Cape Breton. The Intercolonial is now equipped with solid vestibule trains, luxuriously furnished, which make quick time to all points on the system. The rolling stock of all



ALONG THE INTERCOLONIAL RAILWAY.

1. Grand Metis Falls, Que.
2. Near Campbellton, N.B.
3. At Bay Shore, St. John, N.B.
4. Seen Through a Tunnel.
5. By the Atlantic Shore.
6. The Bay of Fundy Surf.
7. Morrissey Rock and Tunnel.

kinds, indeed, has been brought fully abreast of all the requirements of the time. The road bed of the line is of an especially substantial character, and the route abounds with splendid specimens of bridge structures, etc. Since the Intercolonial was extended to Montreal and the line was brought into competition with other large railway companies, the passenger service has been extended to meet all the requirements of the increased volume of business. This extension has further had the effect of placing the Capital in direct communication—without change of cars—with all points in the Maritime Provinces. This practically gives Ottawa a new passenger service, the advantage of which to the general public will undoubtedly make itself felt in the near future.



Meeting of the Waters—Restigouche and Metapedia Intercolonial Railway.

double the mileage contemplated in the original project.

The Intercolonial Railway has not only a most important bearing on the commerce of the country between the west and Atlantic ports, but in the eastern portion of Quebec and in the Maritime Provinces it traverses what is recognised as the

Among the more notable buildings are the depots at St. John, Halifax and Moncton. The general offices of the Intercolonial Railway are at the latter city. D. Pottinger, General Manager; John M. Lyons, General Passenger Agent; J. J. Wallace, General Freight Agent.

SEAT OF THE FEDERAL GOVERNMENT.

THE selection, by Her Majesty the Queen, of Ottawa as the site for the Parliament Buildings, had a material effect upon the welfare and advancement of the city, and the visit of the Prince of Wales in 1860, for the purpose of laying the corner stone, may be marked as a red letter day in the calendar of the Ottawans. The passage of the British North America Act in 1867 by the British Parliament, and the consequent Confederation of the four principal Provinces, Upper and Lower Canada, New Brunswick and Nova Scotia, with the seat of Government for the young Dominion at Ottawa as the Capital, established the future prosperity of the city.

The home of the nation, the Parliament Buildings, distinguished for beauty of outline and truthful nobility of detail, represent the purest style of Gothic architecture, and visitors instinctively direct themselves thither when sight-seeing.

During the Session of Parliament, the working of the legislative machine is a study in itself.

Under the provisions of the B. N. A. Act, as embodied in their constitution, Canadians have all the earmarks of an over-governed people. The Act provides that the Federal Government shall be composed of the Crown, the Senate and the Commons.

At present the Commons consist of 213 members, elected by the people; this number is, of course, variable, as variation of population may require. The Senate consists of 81 members, appointed for life; this is the fixed limit to the number in the Upper House, except in the event of Newfoundland being admitted into Confederation, in which case senatorial representation for the Island is provided by the Constitution. There are thus 213 members of Parliament and 81 Senators for a population of five millions, as against 225 members, representing seventy millions odd, in the Congress of the United States.

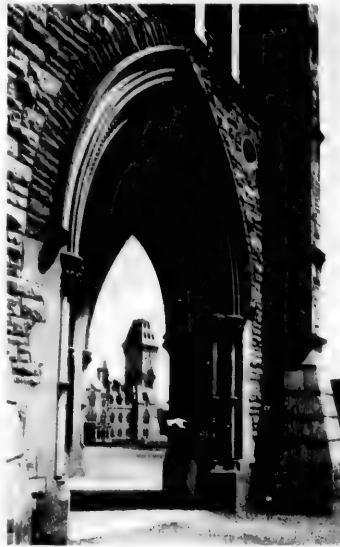
The Commons, the representative body, is directly elected by and responsible to the people. It is necessary for the Administration to apply to the people for endorsement after five years in power, and the Constitution demands that not more than a year elapse between Sessions of the House. It will be seen, therefore, that Ottawa has the benefit of the presence of the country's Legislators for a large portion of every year.

The function of Parliament is to make laws for the government of Canada in all matters not exclusively assigned to the Provincial Legislatures by the Constitution. The scheme upon which the Senate was created was, that it assist in the making of such laws. Members of the Senate being appointed for life, and their number being restricted, that House is independent of public approval. Intended as a check on hasty legislation, the Upper House may, under conceivable conditions, become a check or obstruction to all or any legislation. All Acts passed by the two Houses are subject to the assent of the representative of the Crown before becoming law. This assent, of course, is rarely withheld.

EFFECTS OF THE ANNUAL SESSION.

The annual meeting of Parliament is the cause of a marked increase of social and commercial activity in the Capital. In the latter respect, of recent years, the effect has not been so noticeable owing to the independent development of the city along the lines of its natural resources. On the other

hand, from a social standpoint, the Session means to Ottawa what "The Season" represents to London



Topley Photo. Main Entrance—Central Block.



Pittaway Photo.

Main Entrance to Parliament Hill.

Society. In a commercial sense, the arrival of some three hundred legislators with, in many cases, their families; the appearance of a considerable army of clerks and sessional officials, engaged solely in Parliamentary work, and the temporary sojourn in the city of deputations, contractors and others, having business with the Government, undoubtedly cause the circulation of much money. A general impetus is given to the business of hotels and tradesmen, with the natural result of a corresponding effect upon other lines of industry.

The approach of the day named for the assembly of Parliament is marked in the "Buildings" by a general rehabilitation of the chambers and apartments, and a perceptible acceleration of the usual leisurely official movements. The Opening

admission to the Senate Chamber. They are entertained by the military band attached to the guard of honor that waits upon Her Majesty's representative, and by the exercise of the popular privilege of criticising the stately dames and dainty demoiselles as they arrive in magnificent toilet to grace the ceremony. Officials in gay uniforms, worn with more or less ease, run the gauntlet of personal comment on their appearance. Chaff of these is in the main good natured, although sometimes as pointed as a bayonet and as heavy as a gun butt. The crowning glory of the display is the arrival of the Governor-General. His departure from the official residence, Rideau Hall, is heralded to the crowd by the first gun of an artillery salute, fired from Nepean Point, which backs upon Parliament Hill. Before



Lancefield Photo.

Central Block House of Commons and Senate.

Day itself is regarded by the public as the occasion of a demonstration of pomp and circumstance for their special delectation. The gorgeous ceremonies, without which, it appears, Parliament is unable to get to work, are modelled on the practice in vogue in the Mother Country. The performance of them in Canada has been likened, by hypercritical observers, to the effort of a small boy to wear with dignity his daddy's hat. Nevertheless, the scene is interesting, and not altogether unimpressive when the origin of the formalities is considered. The well-kept grounds about the buildings swarm with a mass of spectators, in which, as usual, women predominate. These are the less fortunate, or less socially important, who have been unable to secure

the twenty-one gun salute allowed to the representative of Royalty has been fired, a four-horsed carriage, or sleigh, guided by postillions, and surrounded by a glittering escort of brass-helmeted cavalry, arrives with a swing and a clatter. Here is His Excellency, with members of his staff. The guard of honor salutes, the band strikes up the National Anthem, a loyal cheer arises from the crowd, the Governor-General raises his cocked hat, and disappears in the Buildings, and the outside demonstration is suspended.

THE SPEECH FROM THE THRONE.

The scene within the Senate Chamber on the appearance of the Vice-Regal party is most brilliant.



Topley Photo.

Cartier's Monument.

preme Court in official robes, dignitaries of the Church, Military men of all grades and every diversity of uniform, and civilians of prominence in every walk of life. His Excellency and Consort take seats on the dais, and after prayers have been offered by the Chaplain of the Senate, the business of the occasion begins with the reading of the Speech from the Throne. This purports mainly to outline the business before Parliament, but, as has been said, it is usually more remarkable for what it omits than for what it contains. In the meantime, the faithful Commons has been summoned to the Chamber. The faithful Commons, in the interval, has been entertaining itself in its own apartment. Members await-



Topley Photo.

Council Chamber.

The Chamber itself, with its stately architecture and luxuriant appointments, is specially qualified as a fitting back ground to the splendour of the spectacle. The galleries and floors are crowded with ladies in elaborate costumes. Ladies and uniforms are the predominating features of the picture presented. About the dais are grouped members of the Cabinet arrayed in Court costume, Senators, the Chief Justice and Judges of the Su-

ing the summons from His Excellency have been killing time by renewing old acquaintanceships, making new ones, speculating on the first division, telling stories of the past recess, and generally making themselves at home, until three resonant knocks announce the arrival of the messenger.

This official deserves a word to himself. He is the Gentleman Usher of the Black Rod, and his principal duty is to execute magnificent contortions in the way of bows when presenting messages from the Senate. The Sergeant-at-Arms admits the Usher of the Black Rod, who relieves himself of his arduous duty. The ribald Commoners laugh and applaud the Gentleman Usher, and, headed by the Speaker of the House, proceed to the Senate. Here the Speech is read, and the ceremony of opening Parliament is concluded.

Then the Commoners reassemble in their own places, and amid the buzz of late coming members, and the clatter of the populace pouring through the upper corridors and into the galleries, the Premier rises and introduces a bill, the first bill of the Ses-



Eastern Block.

Lancefield Photo.

sion, and entitled "An Act respecting oaths of office." The old English style of this bill was:—"Bill for the more effectual preventing of clandestine outlawries." It marks a curious little Constitutional point; curious and little nowadays, because Canadians have never known, and living Englishmen or other Britons have never known the time when the right of the people who pay the taxes to have the laws under which the proceeds of those taxes shall be spent was ever questioned. The bill, in sum, is a simple declaration of the Commons, which represents the sovereign people, to make laws without regard to the Sovereign or any other authority. Nowadays, for obvious reasons, the presentation is a matter of form, and the bill never goes

beyond the first reading. After the opening day it is never seen again.

DEBATES IN THE HOUSE.

The regular work of the Commons begins with the discussion of the Speech from the Throne. The debate on the address in reply to His Excellency's speech, which follows, often covers a very wide range of subjects, and is not infrequently so protracted as to involve a serious waste of time. The mover and seconder of the address are usually young, or newly elected members, to whom the privilege is extended as an honor. They are, of course, members of the Party in power. The motion adopted, the address gives the House its first opportunity of a trial of strength between the Government and the Opposition; an amendment to the address results in a division, or vote, showing the relative strength of the parties.

After the adoption of the address, the business of the House is usually of a hum-drum order until the next great field day, the Presentation of the Budget. This is the presentation to the House of the papers and information respecting the finances of the nation; the statement of the Minister of Finance respecting the public revenue and expenditure, and his statement as to whether the Government intends to propose the imposition or repeal of any taxes. The Minister of Finance has to take Parliament into his confidence on his estimates, both as regards revenue and expenditures; and when the proposed taxation and expenditure obtain the assent of Parliament, the scheme as thus adjusted becomes the final estimate.

The assent of Parliament to the Budget is not, however, readily obtained. Usually the sharpest fighting, in a debating sense, of the Session, hinges upon the Budget. Extravagance of the party in power is the charge of the Opposition; necessary expenditure, the defence of the Government. Upon these two notes the prominent men of the House ring the charges until all that can be said in attack and rebuttal has been repeatedly said.

Consideration of the estimates for the different Government departments is an important and lengthy duty of the House.

Reports from the Standing Committees of the House, the introduction of Government measures and private bills, submission of reports of the departments, questions to Ministers, etc., form a varied miscellany which gives opportunity for the airing of much eloquence.

When the day of Prorogation arrives, and Black Rod once more summons the Commons to the Senate, the hard-worked legislators are felicitated on the success of their labors by His Excellency, hear the list of bills to which the Royal assent is given, are thanked for the supplies voted by them for the purpose of carrying on Her Majesty's Government, and are finally graciously dismissed to their homes.

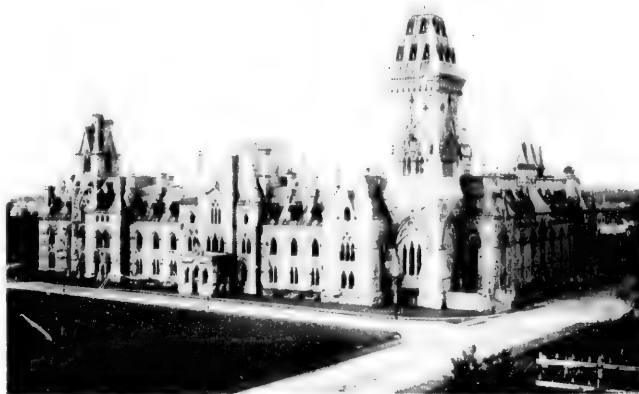


Topley Photo.

Macdonald's Monument.

SOME CLOSING SCENES.

With the approach of prorogation, it sometimes happens that the strict rules of decorum generally observed are a trifle relaxed. The atmosphere of serene dignity characteristic of the House of Commons is troubled by indications of levity, and he is a vain man who will then venture to address the members on any prosy subject. The sitting immediately previous to prorogation has, by time-honoured custom, been utilized for the expression of the ordinary member's satisfaction at work accomplished, and relief from duty at hand. This spirit of exhilaration assumes various and amusing forms. Members feel and act like school boys on breaking-up night before holidays. Grave and reverend seigneurs, fathers of families, have been detected heaving blue books at drowsy confreres. Others entertain the House with songs—songs with a roaring chorus, in which



Lancefield Photo.

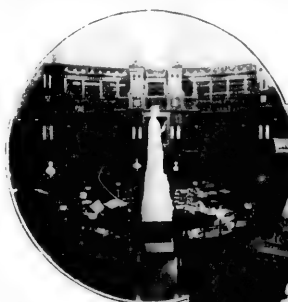
Western Block.

ber's satisfaction at work accomplished, and relief from duty at hand. This spirit of exhilaration assumes various and amusing forms. Members feel and act like school boys on breaking-up night before holidays. Grave and reverend seigneurs, fathers of families, have been detected heaving blue books at drowsy confreres. Others entertain the House with songs—songs with a roaring chorus, in which

the back benches join with more volume than melody. A war of paper pellets is steadily maintained between opposite sides of the House. Witty members entertain the House and the galleries with burlesque speeches and recitations. It is at such times as this that the unpopular member fails to enjoy himself, and that the Speaker discreetly withdraws, leaving the preservation of "order" in the hands of his Deputy. The closing hours of a Session, or a division after an all-night's sitting, is the delight of the regular frequenters of the galleries, who are never tired watching the demonstration of the fact that there is a very considerable amount of human nature in even so august a personage as a member of Parliament.

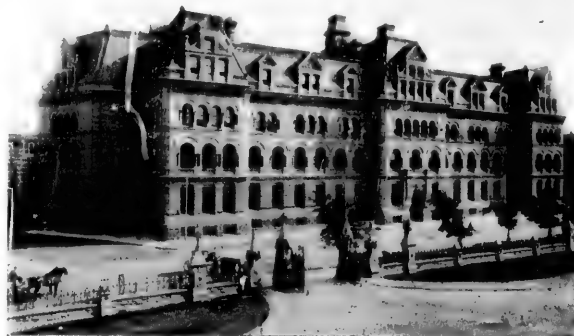
LIFE ON PARLIAMENT HILL.

The experience of the average member while attending to his legislative duties is that sufficient variety presents itself to prevent him being bored. His mornings may be devoted to attendance at committee meetings, or to his private business matters. He may have to meet deputations from his constituency, to attend a caucus, or dodge a lobbyist. He must post himself on the news of the day, and assimilate information on matters to come before the House, for which purpose the reading-room and library are at his disposal. If he wants exercise and recreation, tennis and cricket lawns are laid out in the grounds during the summer months, for the benefit of mem-



Topley Photo. Library of Parliament.

ance at the sittings of the House. In practice, however, he is not always to be found there, and, in fact, it is not necessary that he should always be there. Very conscientious members may make a



Lancefield Photo.

Langevin Block.

point of being always on hand, but the average man who does not fail at divisions, and puts in a fair attendance is counted as useful to the country. The ordinary member's life was at one time rather more filled with what may be called incident than is the case at present. In the old days of the C.P.R. construction, for instance, time had little chance of hanging heavily upon his hands. Swarms of contractors and lobbyists kept him from feeling lonely. There were gay times in those days. But they have changed all that now, and in witness thereof is the fact that the liquor bar of the House of Commons has been abolished. It is true that the Senate refused to abolish its bar, and the two

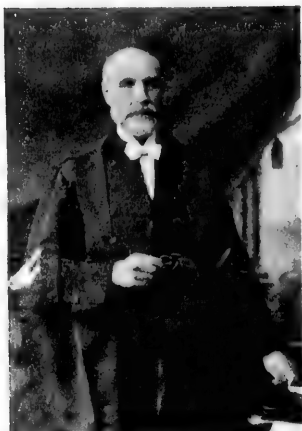
Houses are connected by many passages, but this is no reflection on the Commons and no disparagement of the good work effected by the temperance people, for, as already pointed out, the Senate is not readily amenable to public sentiment.

On the whole, it may be said that the members' life is a pleasant one. Not many of them find the duties of the position so onerous that they object to re-election at the hands of

their constituents, so it may be assumed that there are compensations attached to the burden of greatness. The representatives, as a body, are a credit to this, or any other country. They are, in the majority, hard-working earnest men, who have the best interests of the country, as they appear to them, at heart. If there is reason to complain of a lack

bers, and to the despair of the gardeners. Members are provided with all the comforts of a home in the House. There are many private lounging rooms, there is a smoking room where much political gossip may be enjoyed of a morning. Baths and barber shops are in the building. A restaurant caters to the material well-being of the members. If he is not inclined for work, or has none on hand, there is no lack of facilities for amusement.

The afternoons and evenings of the member's life are supposed, in theory, to be devoted to attend-



Topley Photo.

HON. THOMAS BAIN,
Speaker of the House of Commons.

THE MACE.

The Mace is the signium of the authority of the House of Commons. It is in the custody of the Speaker, who is the head of the House; is carried before him when he proceeds to the Chamber of the Commons, and before him again when he leaves it. By a fiction of law, it is a key to open every door within the jurisdiction of Parliament. In point of fact it is not used for the purpose. It lies on the table of the House when the House is in session, and when the House is in Committee of the Whole it reposes in a cosy bed beneath the table. It is a gold-plated rod some four feet long, and surmounted by a large crown-shaped head. It is wrought in symbols, the rose, the thistle, the shamrock, the maple leaf and the beaver.

A foot-note in one of the books on Parliamentary Procedure, by Sir John Bourinot. Clerk of the House of Commons, says that "the late Mr. Fenning Taylor, for many years Deputy Clerk, informed Sir John that the Mace used in the Senate belonged to the old Legislative Council of Canada. On the night of April 25th, 1849, when the Parliament Buildings, of the Parliament of Old Canada, was burned by rioters, the Mace was saved by Edward Botterell. It was placed by him for security in a neighbouring warehouse, and was

of independence in Parliament—that party loyalty sometimes assumes the appearance of blind partizanship—it must be remembered that party lines are strictly drawn in Canada, and that the system of government by party, on this side of the Atlantic at least, does not encourage the evolution of the trimmer.

found when required quite uninjured." The Senate mace fill in respect of Senate procedure, a similar function to that filled by the Commons mace.

THE SPEAKER.

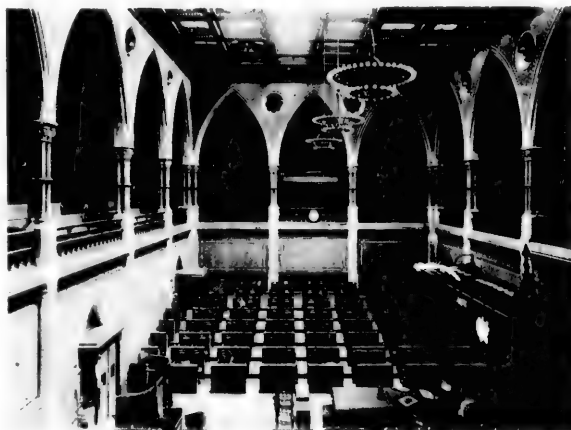
The Speaker of the Commons is elected by the vote of the Commoners, which means that he is the man agreed upon by the party holding the majority of votes in the House. He is called to preside over the House at its sittings and to see that the rules of procedure are observed. It is a proverb that the Speaker is the only man in the House who does not speak. He is not permitted to engage in debate. His duty is simply to listen to the other members of the House speak. He talks only when it is necessary to decide or elucidate a point of order, and he votes only when the other members of the House are equally divided. He is supposed to be rigidly impartial, and by long established British precedent he usually is so.

Apart from his duties in the Chamber, the Speaker has a large administrative authority scat-

tered over the internal economy of the House. He nominates the officials of the House, a very considerable body, and supervises their actions in much the same way as a Minister of a Department superintends, and often initiates the activities of his subordinates.

THE WHIPS.

The party whips are elected in caucus of the parties. There is a chief whip on each side, and each



Jarvis Photo.

Interior of the House of Commons.

whip has several assistants to represent the several geographical districts of the country. It is the duty of the whips to see that the full strength of the parties are represented in each division of the House. That means that they must know just when the House will divide, and on what question, and that they shall be able to align their forces to the best advantage.



Topley Photo.

SIR J. G. BOURINOT, K.C.M.G.
Clerk of the House of Commons.

When the Speaker says "Call in the Members," a messenger touches a button, which sets aringing every electrical bell within the precincts of Parliament, in the lounging rooms, the members private rooms, the several rooms in the restaurant, the reading room, the library, everywhere on Parliament Hill, even down in the Rideau Club, the abode of the smarter set of Parliamentarians. And the whips hurry out and drive their several flocks into the Chamber. Usually they know beforehand when a division will take place, within an hour or so at any rate, and have their men well in hand. And for those who are absent on ordinary conditions they find "pairs," a man on one side sawing off with a man on the other side.

The chief whips are provided by the Commons with rooms and staff of clerks.

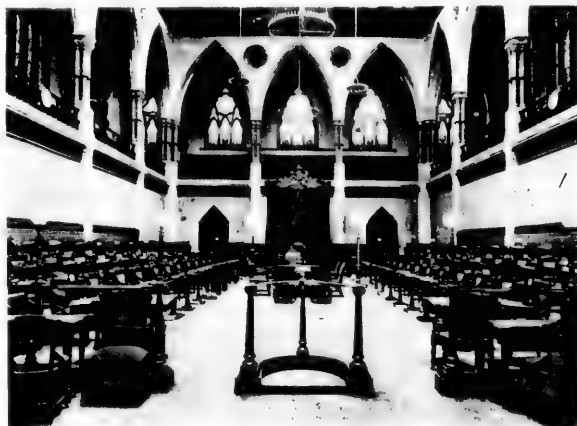
THE SENATE.

As a constitutional body, the Senate is a strong factor in politics at the present time. This is owing almost entirely to the fact that a large majority of the members of that House owe their allegiance to the party in the Lower House, which is, we may say, almost directly opposed to a large majority of the measures of the Government. Up to the recent change of Government, the Senate was more or



Topley Photo.

LT.-COL. H. R. SMITH,
Sergeant-at-Arms, House of Commons.



Jarvis Photo.

Interior of the Senate Chamber.

less an automatic body wielding much dignity and little power. The immediate change which took place, however, when the incoming of a rival party caused them to reassert, with renewed vigor, the privileges of their office, and their subsequent dealings with important measures has amply made up for any neglect in the past.

There is no desire to belittle the Upper Chamber, because if it carried out the functions for which it was originally established there would be every reason for applause from both political parties. The power vested in the Senate is great indeed, so great, in fact, as to become a menace to the people's responsible government,



Lancet Photo.

HON. SIR A. PELLETIER, K.C.M.G.,
Speaker of the Senate.

were it improperly made use of. So far we have, perhaps, had no direct reason to complain on this score, but the fact, nevertheless, remains that we are open to the possibility of such a state of affairs. It is patent that even the Senators themselves are opposed to retaining any power which could in any way jeopardize the principles of responsible government. Therefore, the question naturally forces itself upon us—why not

guard against hasty or prejudiced measures in the Upper as well as the Lower Chamber? This question has already given rise to dissatisfaction in other colonies, and attempts have been made to effect a compromise between both bodies. The foremost constitutional authority in Canada writes favorably of such a measure being introduced into our Constitution, and it may also be said that unprejudiced minds are gradually admitting of the desirability of such legislation. However, before even the attempt is made to introduce such legislation on the part of the Commons, it must necessarily meet with the approval of the country. But once sanctioned by the electorate, there can be no question of the legality of such an Act.

Our Senators, as a whole, are distinctly able men, and their political training of early life, which they have all had more or less, has naturally fitted them for the important duties they are called upon to perform. This training—the result of active political party strife—has inculcated in them strong party feelings, which renders questionable the disinterestedness of their deliberations.

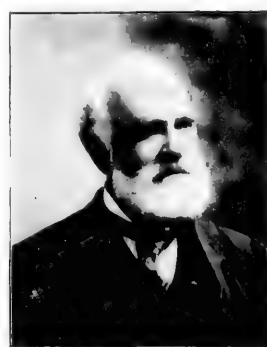
DOMINION CABINET, 1899.



HON. SIR LOUIS H. DAVIES, M.P.,
Minister of Marine and Fisheries.



HON. W. S. FIELDING, M.P.,
Minister of Finance.



HON. A. G. BLAIR, M.P.,
Minister of Railways and Canals.



HON. CLIFFORD SIFTON, M.P.,
Minister of the Interior.



RT. HON. SIR WILFRID LAURIER, G.C.M.G., M.P.,
Prime Minister and President of the Council.



HON. J. I. TARTE, M.P.,
Minister of Public Works.



HON. DAVID MILLS, Senate,
Minister of Justice.

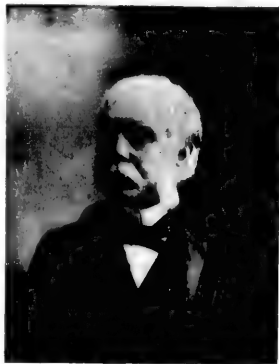


HON. WM. MULLOCK, M.P.,
Postmaster General.



HON. SIR RICHARD CARTWRIGHT,
G.C.M.G., M.P.,
Minister of Trade and Commerce.

DOMINION CABINET, 1899—*Continued.*



HON. SIR HENRY JOLY DE LOTBINIERE,
K.C.M.G., M.P.,
Minister of Inland Revenue.



HON. C. A. GEOFFRION, M.P.,
(Deceased)
Without Portfolio.



HON. CHARLES FITZPATRICK, M.P.,
Solicitor General.



HON. R. R. DOBELL, M.P.,
Without Portfolio.



Jarvis Photo.
LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.,
Canadian High Commissioner in London.



HON. WM. PATERSON, M.P.,
Minister of Customs.



HON. F. W. BORDEN, M.P.,
Minister of Militia.



HON. S. A. FISHER, M.P.,
Minister of Agriculture.



HON. R. W. SCOTT, Senate,
Secretary of State.

Lancetfield Photos.

PROMINENT MEMBERS OF THE OPPOSITION.



HON. G. E. FOSTER, M.P., Conservative,
York, (N.B.).



Jarvis Photo.

HON. SIR ADOLPHE CARON, K.C.M.G., M.P.,
Conservative, Three Rivers & St. Maurice.



HON. SIR CHARLES HUBERT TUPPER,
K.C.M.G., M.P., Conservative,
Pictou.



HON. J. G. HAGGART, M.P.,
Conservative,
Lanark, S. Riding.



HON. SIR CHARLES TUPPER, BART., M.P.,
Leader of the Opposition.



HON. N. C. WALLACE, M.P.,
Conservative,
York, (O.), W. Riding.



HON. W. H. MONTAGUE, M.P.,
Conservative, Haldimand.



HON. JOHN COSTIGAN, M.P.,
Conservative, Victoria, N.B.



J. G. H. BERGERON, M.P.,
Conservative, Beauharnois.

PROMINENT SENATORS AND MEMBERS OF PARLIAMENT.



Topley Photo.

HON. DONALD FERGUSON,
Senate.



Lancefield Photo.

HON. G. W. ALLAN,
Senate



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HON. PETER MCSWEENEY,
Senate.



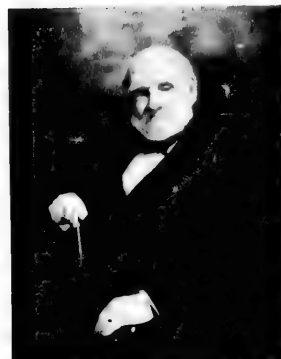
Lancefield Photo.

HON. ROBERT B. DICKEY,
Senate.



Lancefield Photo.

HON. SIR MACKENZIE BOWELL, K.C.M.G.,
Senate.



Lancefield Photo.

HON. DAVID WARK,
Senate.



Topley Photo.

HON. G. A. DRUMMOND,
Senate.



Lancefield Photo.

HON. W. E. SANFORD, (deceased),
Senate.



Jarvis Photo.

HON. SIR FRANK SMITH, Kt.,
Senate.

PROMINENT SENATORS AND MEMBERS OF PARLIAMENT.



HON. JOSIAH WOOD,
Senate.

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HON. WM. TEMPLEMAN,
Senate.



HON. JOHN YEO,
Senate.



F. D. MONK, M.P.,
Conservative, Jacques Cartier.

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JAMES CLANCY, M.P.,
Conservative, Bothwell.



C. BEAUSOLEIL, M.P.,
Liberal, Berthier.



WM. STUBBS, M.P.,
Independent, Cardwell.

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R. L. BORDEN, M.P.,
Conservative, Halifax.



I. PROULX, M.P.,
Liberal, Prescott.



H. CORBY, Esq., M.P.,
Conservative, Hastings, (W.R.)

Lancefield Photos

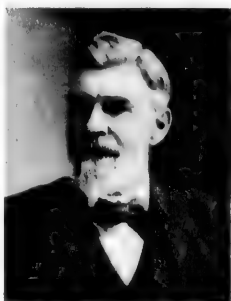


HON. C. E. CASGRAIN,
Senate.

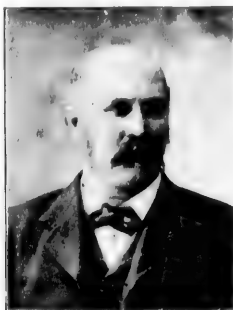


HON. W. B. IVES, M.P., (deceased),
Conservative, Sherbrooke.

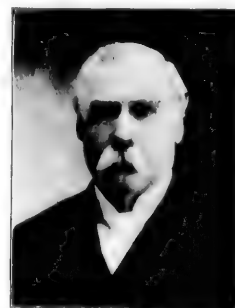
PROMINENT SENATORS AND MEMBERS OF PARLIAMENT.



JOHN CHARLTON, M.P.,
Liberal Norfolk, (W.R.),



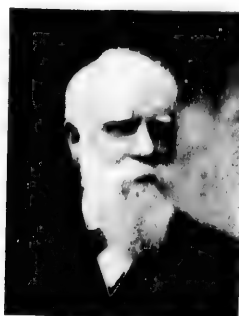
E. B. OSLER, M.P.,
Conservative, Toronto West.



HON. PETER McLAREN,
Senate.



HON. MICHAEL SULLIVAN,
Senate.



JONH V. ELLIS, M.P.,
Liberal, St. John City, (N.B.).



R. L. RICHARDSON, M.P.,
Liberal, Lisgar.



W. H. BENNETT, M.P.,
Conservative, Simcoe.

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R. PREFONTAINE, M.P.,
Liberal, Maisonneuve.



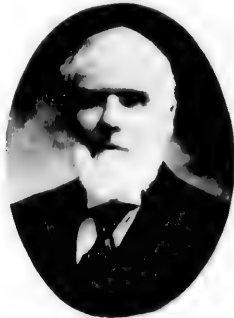
Pittaway Photo.

N. A. BELCOURT, M.P.,
Liberal, Ottawa.

PROMINENT SENATORS AND MEMBERS OF PARLIAMENT.



HON. L. G. POWER,
Senate.



HON. J. C. AIKENS,
Senate.



W. C. EDWARDS, M.P.,
Liberal, Russell.



N. F. DAVIN, M.P.,
Conservative, Assiniboia, W.



GEORGE TAYLOR, M.P.,
Conservative, Leeds (S.R.)



W. J. POUPORE, M.P.,
Liberal, Pontiac.



ALLEN HALEY, M.P.,
Liberal, Hants.



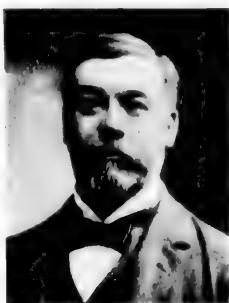
T. C. CASGRAIN, M.P.,
Conservative, Montmorency.



HON. D. TISDALE, M.P.,
Conservative, Norfolk (S.R.)

Lancaster Photos.

PROMINENT MEMBERS OF PARLIAMENT.



JAMES SUTHERLAND, M.P.,
Liberal, Oxford, (N.R.).



D. C. FRASER, M.P.,
Liberal, Guysborough.



Fittling Photo.

WM. HUTCHISON, M.P.,
Liberal, Ottawa.



G. LANDARKIN, M.P.,
Liberal, Grey, (S.R.).



JOSEPH J. TUCKER, M.P.,
Liberal, St. John, (N.B.).



M. J. F. QUINN, M.P.,
Conservative, Montreal, (St. Anns).



SAMUEL HUGHES, M.P.,
Conservative, Victoria, (O.), N.R.

Lanoefield Photos.



J. Iro's Photo.

A. MCLENNAN, M.P.,
Conservative, Inverness.



HON. E. G. PRIOR, M.P.,
Conservative, Victoria, B.C.

A GAY CAPITAL.

ALTHOUGH not the largest city in Canada—being still very young—Ottawa is a strikingly handsome and particularly interesting city. It is among the most interesting on this continent of North America. To begin with, it is a Capital, and in this capacity alone it has a marked



Entrance to Grounds—Rideau Hall.

advantage over other cities, and it is also the only Capital where there is a Court. A Vice-Regal Court if you will, but the leading personage in that Court is the personal representative of the august lady who rules over our great British Empire, on whose domains the sun never sets. Many of the customs and courtesies traditional of the old monarchical days, before democracy had asserted its brusqueness to mar their grandeur, still hold sway in the Vice-Regal Court at Ottawa. The halo which surrounds it may be only reflected light from the Court of St. James, but it is sufficiently puissant to cast a glamour over the city, and to attract to it numbers of gay social moths and butterflies from all parts of the country.

Government House or—as it is better known—Rideau Hall, nestles among pine trees and cedars on rising ground on the east side of the wild little Rideau River. Its queer chimneys, its odd corners and low lines of grey walls may be

clearly seen from any part of the opposite shore when the trees are leafless in winter, but in summer only the chimneys and flagstaff are distinguishable. In summer-time, to really have a good look at Rideau Hall, it is necessary to drive up the shady avenue, and perhaps make the excuse of going in to inscribe one's name in the "visitor's book." That is what most people do on coming to Ottawa. This is an important procedure, as there is no other "open sesame" to the dinners and balls of Government House. Writing one's name in the visitor's book does not always ensure an invitation, but without that there is no possibility of being invited. On close inspection, Rideau Hall may not prove so impressive as when seen from afar, but because it is the official residence of the representative of Royalty it is always interesting. It has been considerably added to since it was first purchased by the Government from Mr. McKay, and the varied styles of architecture which successive Governors General, with a taste for expansion, have added, give to the entire mansion a picturesqueness worthy of study. When one hears that the toboggan slide and the curling rink were put up by Lord Dufferin, the racquet court by Lord Lorne, the chapel by Lord Aberdeen, one gets an insight into the pursuits and inclinations of these great men. The Governor-General has important duties of state to perform, such as the formal opening and closing of Parliament, holding levees and drawing-rooms, and is not

infrequently occupied in opening public buildings, hospitals, and other institutions in different cities, and, of course, the laying of corner-stones often falls to his lot; but the people of Ottawa consider that his first and foremost important duty is to see that his aides-de-camp are kept busy sending invitations to the many entertainments which he is supposed to give. As a rule the people of Ottawa are not disappointed. Since the days of the distinguished Earl of

Dufferin and his popular lady, when the hospitality shown was something phenomenal, there have been gay times at Government House. A fancy ball given by Lord and Lady Dufferin at Rideau Hall



Rideau Hall—Governor-General's Residence.

is still remembered as one of the most brilliant episodes in the social history of Ottawa, and the scene of the ball-room on that memorable occasion, which hangs at present among other historic pictures in the corridor leading to the Library of



Lancefield Photo. Reception Room—Rideau Hall.

Parliament, is a never to be forgotten one. Each Governor-General in his time has left his imprint on Ottawa's social history, for each had his individual views of entertaining, and though much the same in name, they differed according to the taste and inclination of the host. While the fancy ball will always be regarded as typical of the Dufferin regime, the historical ball given a few winters ago in the Senate Chamber is fittingly illustrative of the reign of the Aberdeens. It was a great intellectual treat as well as a most enjoyable entertainment—the constant aim of Lord and Lady Aberdeen—with perhaps stronger leanings towards the intellectual. By researches into the annals of Canadian history, which the arranging of costumes necessitated, these good people desired to make us more familiar with the history of our country. But while the tone and colour of entertainments may differ, one can easily mention a list of gaieties



Lancefield Photo. Drawing-Room—Speaker's Chambers, House of Commons.

almost sure to come off at Government House every winter. A couple of dances at Christmas, musicals in Lent, skating and tobogganing every Saturday afternoon during the winter, with moonlight parties of the same description thrown in; dinners—and good dinners too—are given frequently, especially during the session; a State ball after Easter, and several garden parties in the early summer. Add to this the many entertainments, usually of a high order, given almost constantly by our leading hostesses, and few cities can boast of being more hospitable than we are.

His Excellency's staff usually consists of four or five young Englishmen belonging to smart regiments at home. At the State functions these "aides" wear the uniforms of their respective regiments, on less pretentious occasions they are distinguished by coloured facings on their evening coats. The members of the present staff wear facings of light blue velvet. Their presence at any function, either in or out of uniform, is considered highly desirable. In fact, no large ball or reception is quite "Hall marked" unless it be graced by at least one or two representatives from Government House. All smart musicals, or dramatic events,



Lancefield Photo. Reception-Room adjoining Conservatory—Rideau Hall.

are held under "Vice-Regal patronage." Even though their Excellencies may be "unavoidably detained," this patronage invariably insures the success of the undertaking.

Ottawa has two distinct social seasons. The early winter season, which comes before Christmas, when everybody is back in town from the seashore or mountain ramblings; and "The" season, when the Houses of Parliament are in session, and the city is full of strangers.

The former is similar to the gay season in any other Canadian city. Residents of Ottawa find it is the more pleasant of the two, because there is less formality about it, less worrying over clothes, and at all the dancing parties *more men than girls*, a sight seldom seen later, when more pretty girls from all over the country flock to Ottawa, making their presence felt by the aid of their

good looks and smart clothes. Ottawa, in the season, is the Mecca of the Canadian girl's ambition, and so fascinating does she find it that the following season she returns with seven others as pretty as herself. No wonder that oft-times the genus wall-flower, though not necessarily of local conservatories, abounds at dances!

The "Crown of Towers" on Parliament Hill lingers in the memory of the fair sessional visitor. It is beneath those towers, in the handsome Senate Chamber, that she makes her first acquaintance with the gaieties of Ottawa.

Milady, with the fair daughters she chaperones, resplendent in silks, laces and jewels, sits on the "Floor" of the Senate, whilst His Excellency the Governor-General, in gorgeous Court costume, surrounded by a brilliant assemblage of Cabinet Ministers and high officials in their various uniforms, reads the Speech from the Throne, and declares Parliament open for the despatch of business. Among the lovely ladies on the "Floor," she sees the lady who is known as "Her Excellency," and many others are pointed out to her as the wives of the great men of the



Reardon Photo.

HALLWAY.

Residence of D. Murphy, Esq., Metcalfe Street.

long mirror of the orthodox Court curtsy. It is held in the Senate Chamber, and is very similar to the levees of the Viceroy of Ireland.

Commodious apartments are reserved for the Honourable Speakers of both Houses of Parliament. The Speaker of the Senate has rooms on the Senate side of the Central block of the Parliament Buildings. Mr. Speaker of the Commons lives in close proximity to the "House."

After the drawing-room, the wives of the two Speakers hold informal receptions, where one meets all who have "passed the Throne," and not infrequently Vice-Royalty itself. These ladies receive on Thursdays, and as much as possible are "at home" in the evening, when M.P.'s thoroughly appreciate stealing a few moments from the noisy House of Commons for the privilege of a chat and a cup of tea. When a great night is "on" in the House, parties are made up which hover between these drawing-rooms and the Speaker's Gallery.

The wife of the Prime Minister is naturally regarded as one of our prominent leaders of society. Lady Laurier, like her husband, Sir Wilfrid, is extremely popular. It was she who eased a bit the troublous questions of calling, by establishing Monday as the reception day for the wives of the Ministers. She herself receives every Thursday evening as well as on Monday afternoons. Cabinet Ministers and their wives are expected to do a certain amount of entertaining. Everybody calls on them, and everybody expects to be asked to their



Lane-Field Photo.

DRAWING-ROOM.

Sir Wilfrid Laurier's Residence, Theodore Street.

land. On Saturday evening following the Opening the fair visitor, in a long-trained gown of silk or satin, with tulle veil, and three white ostrich feathers fastened in her hair, goes to the first drawing-room to be formally presented.

This is a ceremony of much red-tape and splendour, and necessitates a deal of practising before a



Reardon Photo.

DRAWING-ROOM—EARNCLIFFE]

Major-General Hutton's Residence.

houses even if it be only to that abomination of modern society the "crush tea." Most of the Ministers, however, pay their debts to society by



Reardon Photo.

DRAWING ROOM.

Residence of P. Baskerville, Esq., Stewart St.

far greater hospitality. They give dinners, both political and social, not infrequently a ball or large evening reception, and their wives and daughters are the hostesses at numerous ladies' luncheons. All interesting strangers—visitors from political circles in London, or distinguished men and women from different parts of Europe—are always well entertained and treated with great hospitality in Ottawa. The fact that there are so many dis-



Reardon Photo.

DRAWING ROOM.

Buena Vista, Residence of T. Ahearn, Esq.

tinguished visitors of this kind to be met with here may account for the surprisingly cosmopolitan tone of Ottawa society. These visitors come here principally in the winter time, when "Our Lady of the Snows" exerts her fascinations to such an extent as to make dancing and politics sink into insignificance compared with the delights of skiing, skating, snowshoeing and togagging. In no other city in Canada can one so thoroughly enjoy

outdoor winter sports as in Ottawa, and nowhere else is it considered so fashionable to go in for these sports. As a consequence, the young people to be met with in society are all gifted by the gods with an abundant share of all that is worth living for—health and happiness.

It is a noted fact that the cosmopolitan tone of Ottawa society during what we may call the sessional season, is more pronounced than in other



Reardon Photo.

DRAWING ROOM.

Residence of W. E. Philpotts, Esq., Wellington St.

much larger cities. It is certainly a distinct gain owing to the exceptionally distinguished class of visitors we are usually favored with, made up not infrequently of members of the aristocracy of England. This has done much to advance the interests of the Capital by placing it on a high standard socially. It adds to the exceptional attractions Ottawa holds out as a residential city, and has on

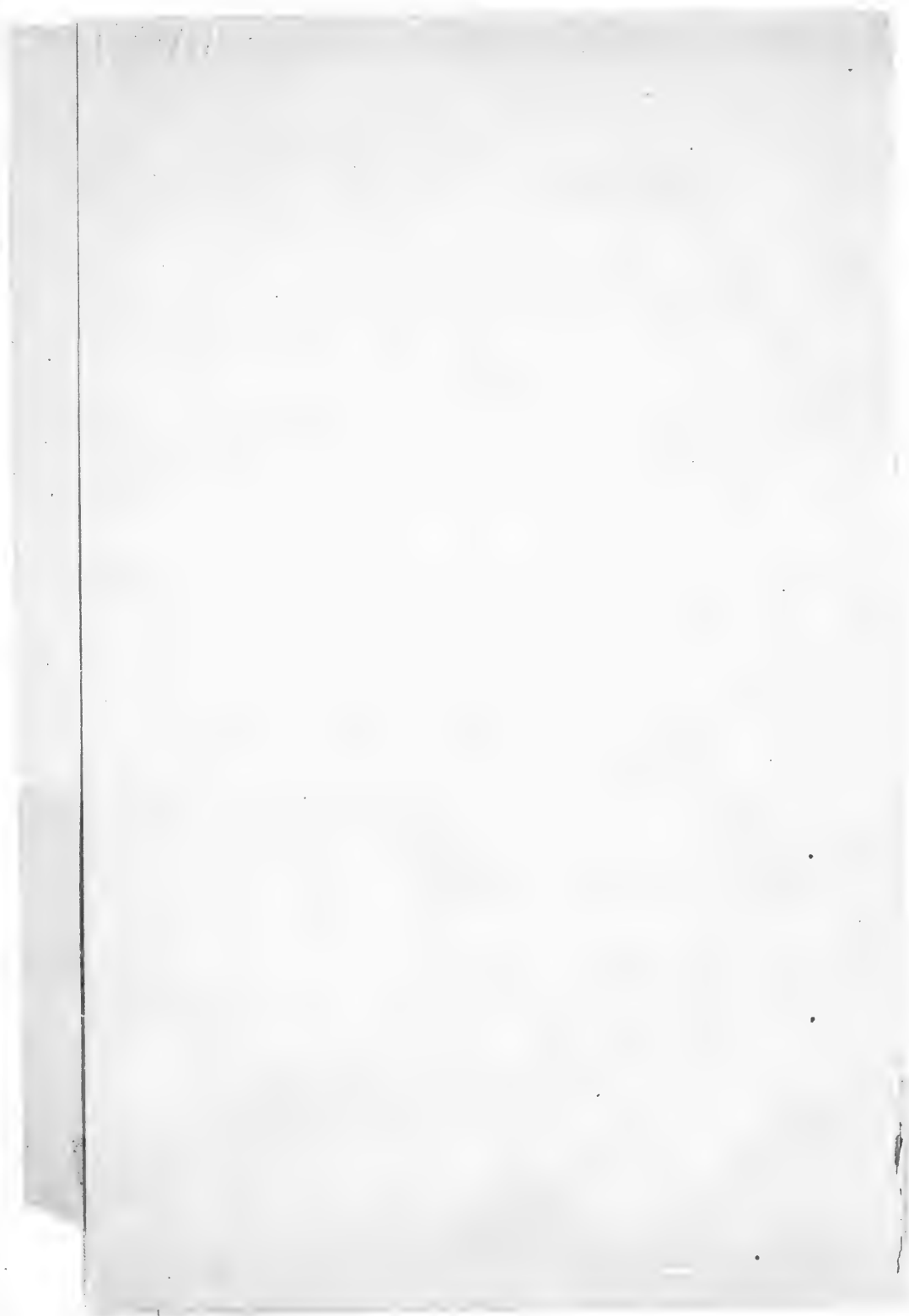


Lancefield Photo.

DRAWING ROOM—"THE RUSSELL."

more than one occasion in the past influenced the choice of some of our distinguished families in adopting the Capital as their permanent home.

THE MARCHIONESS.



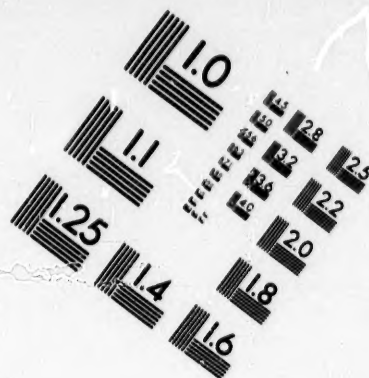
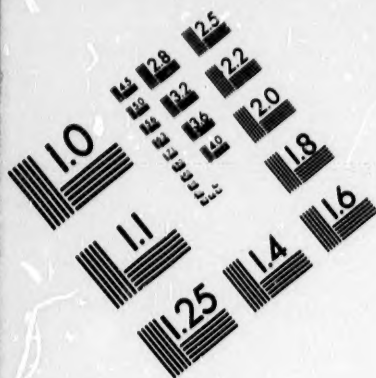
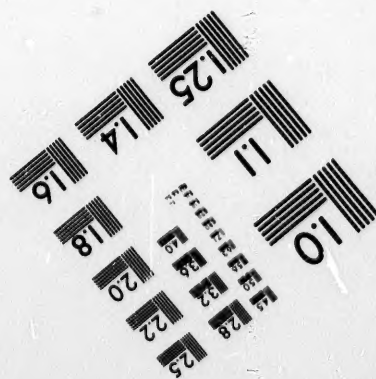
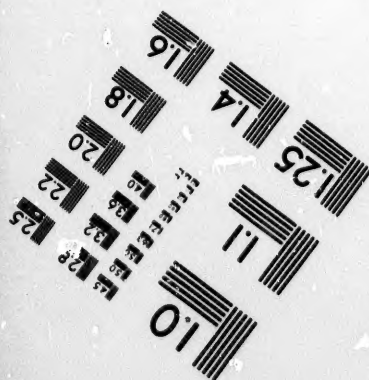
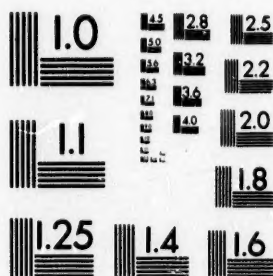


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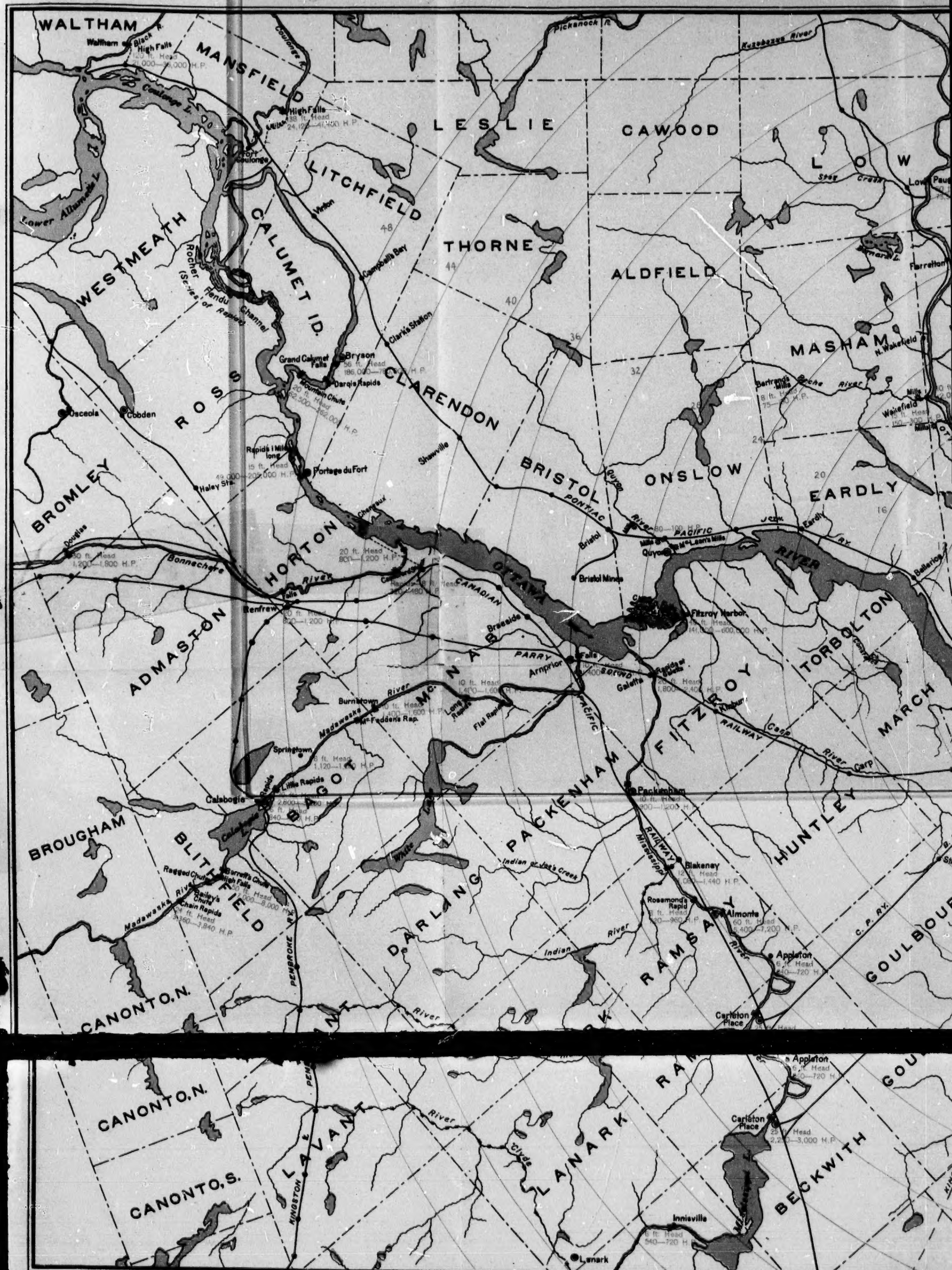
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WATER POWERS AT OTTAWA AND W

Scale 4 Miles to an Inch.

Issued under the authority of the Board



Published by the Ottawa Free Press.

TOTAL WATER POWER SHOWN ON THIS MAP:—MINIMUM IN LOW WATER

AND WITHIN A RADIUS OF 45 MILES

Authority of the Board of Trade of Ottawa



THE compilation of the water powers in the area included in this Map are from Reports, Estimates and information given by the following gentlemen at the request of the Ottawa Board of Trade:

T. C. CLARK, C.E., late of Ottawa.
WALTER SHAWLY, C.E., Montreal.
THOS. C. KEEFER, C.E., Ottawa.
GEORGE P. BROPHY, C.E., Ottawa.
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W. C. EDWARDS, M.P., Millowner, Rockland.
R. MORITZ, Esq., Bryson.
J. A. CAMERON, Esq., Thurso.

Ottawa, June, 1888.

Compiled and drawn by J.E.C.

LOW WATER, 917,403 H.P.; — MAXIMUM IN HIGH WATER, 3,347,630 H.P.